

Redevelopment Plan

Neumann Leathers Rehabilitation Area

300 Observer Highway
Block 2, Lots 12 – 26
Block 2.1, Lots 1–10

City of Hoboken
Hudson County, New Jersey



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Acknowledgements

Mayor and Council

Mayor Dawn Zimmer
Ravinder Bhalla, *Council President*
David Mello, *Council-at-Large, Council Vice President*
James Doyle, *Council-at-Large*
Theresa Castellano, *Councilwoman*
Elizabeth Mason, *Councilwoman*
Michael Russo, *Councilman*
Timothy Occhipinti, *Councilman*
Peter Cunningham, *Councilman*
Jennifer Giattino, *Councilwoman*

Planning Board

Gary Holtzman, *Chairman, Class IV*
Frank Magaletta, *Vice Chairman, Class IV*
Caleb Stratton, *Mayoral Designee, Class I*
Brandy Forbes, *Community Development Director, Class II*
James Doyle, *Class III Member (Council appointee)*
Ann Graham, *Class IV*
Rami Pinchevsky, *Class IV*
Caleb McKenzie, *Class IV*
Ryan Peene, *Class IV*
Kelly O'Connor, *1st Alternate*

City of Hoboken

Brandy Forbes, AICP, PP, *Director of Community Development*
Quentin Wiest, *Business Administrator*

Redevelopment Consultants

Maser Consulting P.A.

Andrew Hipolit, PE, PP, CME, CPWM, *Principal-In-Charge*
David Roberts, AICP, PP, LLA, RLA, LEED AP ND, *Project Manager*
Daniel Bloch, AICP, PP, *Redevelopment Planner*
John J. Jahr, TSOS, *Transportation Planner*

EFB Associates

Eileen F. Banyra, AICP, PP, *Assistant Project Manager*

Camoin Associates

Michael N'dolo, *Economic Market Analyst*
Rachel Selsky, *Economic Market Analyst*

L+C Design Consultants

Grace Lynch, AIA, PP, CID, CEFP, LEED AP, *Redevelopment Architect & Planner*

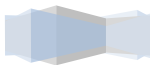
Maraziti Falcon, LLP

Joseph J. Maraziti, Jr. Esq.
Christopher D. Miller, Esq.

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1.0 Introduction

Neumann Leathers, a mid-19th Century industrial complex located near Hoboken's southern border, was designated, along with two adjacent properties in the same block, as an "Area in Need of Rehabilitation" by the Hoboken City Council on October 19, 2011. After the Appellate Division set aside the designation without prejudice on a technicality in September of 2014, the area was again designated by the City Council on October 15, 2014. The purpose of this Redevelopment Plan is to facilitate the rehabilitation of the Neumann Leathers complex by providing for design and implementation standards.

R. Neumann and Co. was founded in 1863 as a producer of fine leather and leather goods. The original four-story factory was constructed on the northwest corner of Willow Avenue and Ferry Street, known today as Observer Highway. Although leather production ceased in the last Century, descendants of the original Neumann family have owned and operated the buildings until 2014. Since the 1980's, the complex has become a hub for small businesses and artists in the City, and by 2008, when the Neumann Leathers Tenants Association (NLTA) was formed, was filled with tenants. The NLTA newsletter states that approximately 30 small businesses, employing more than 200 people, plus nearly 60 artists and musicians, leased space in the 200,000 square foot complex in 2008.

A proposal in 2009 to sell the property to a developer with a plan to demolish the buildings and construct a large multifamily condominium project was opposed by the NLTA and rejected by the City's Zoning Board of Adjustment. The tenants were then offered only month to month lease terms and, consequently, some of them left the building.



Figure 1: R. Neumann and Co. Factory ca. 1880's.

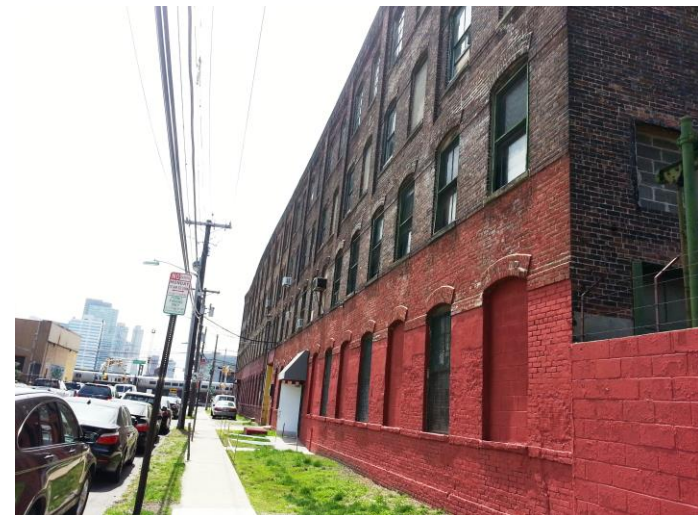


Figure 2: Original Neumann Leathers building today, viewed from Newark Street looking down Willow Avenue.

2.0 Rehabilitation Area

The designated Rehabilitation Area is an 11.59 acre tract consisting of Block 2, Lots 12 through 26; Block 2.1, Lots 1 through 10; the Observer Highway right-of-way from Jefferson Street to Hudson Street; the Willow Avenue right-of-way from Observer Highway to Newark Street; and the Newark Street right-of-way from Observer Highway to Willow Avenue. The privately held property accounts for 3.29 acres of the rehabilitation area and the remaining 8.3 acres are the streets.

2.1 Property Description

300 Observer Highway (Block 2, Lots 12–26 & Block 2.1, Lots 1-4, 9 & 10)

This property at 300 Observer Highway is 2.96 acres and is the largest single parcel in the Study Area (Map 1). The property is part of a large triangular property bounded by Observer Highway, Willow Avenue, Newark Street and a 13 story residential building to the west. The property, also known as the Neumann Leather property, contains eleven industrial factory buildings that vary in composition, quality, stories and building height. R. Neumann and Co. was founded in 1863 as a producer of fine leather and leather goods. The original four-story factory was constructed on the northwest corner of Willow Avenue and Ferry Street, known today as Observer Highway. Although leather production ceased in the last Century, descendants of the original Neumann family have owned and operated the buildings until the property was sold in 2014. Since the 1980's, the complex has become a hub for small businesses and artists in the City and most of the buildings remain occupied. The buildings from the original and expanded leather factory remain intact. A surface parking lot serves the site for parking and loading. The land uses can be characterized as commercial, office and industrial uses, which include the following tenants: industrial artists

and artisans, design studios, craft-persons, professional offices, architects, and audio & video recording studios.

This property was the subject of a Zoning Board of Adjustment application hearing in 2009 for demolition of all of the existing industrial buildings and replacement with a residential /mixed-use project. The project was denied. In 2013 an application was filed by the property owner to subdivide the block by extending Clinton Street through the block to Observer Highway, which would have effectively doomed the historic buildings. The application was never deemed complete by either the City or Hudson County Planning Boards because of the lack of any support information on the impact on traffic circulation, utilities, etc.

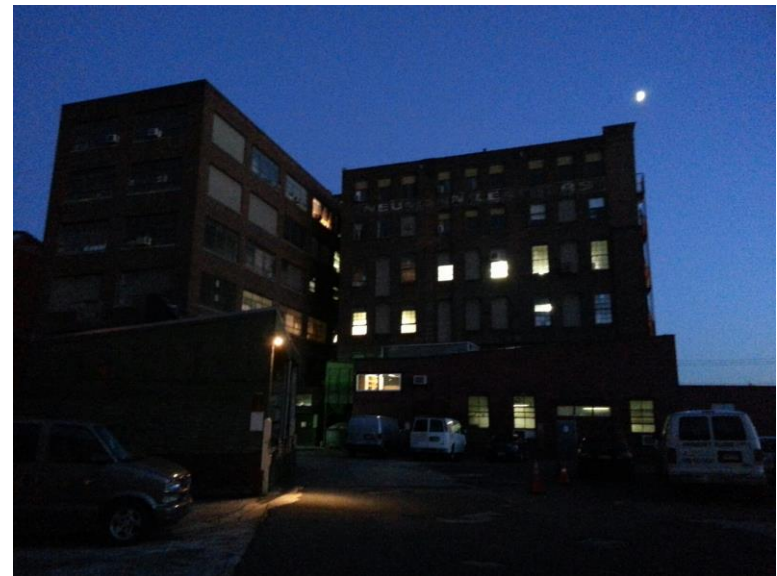
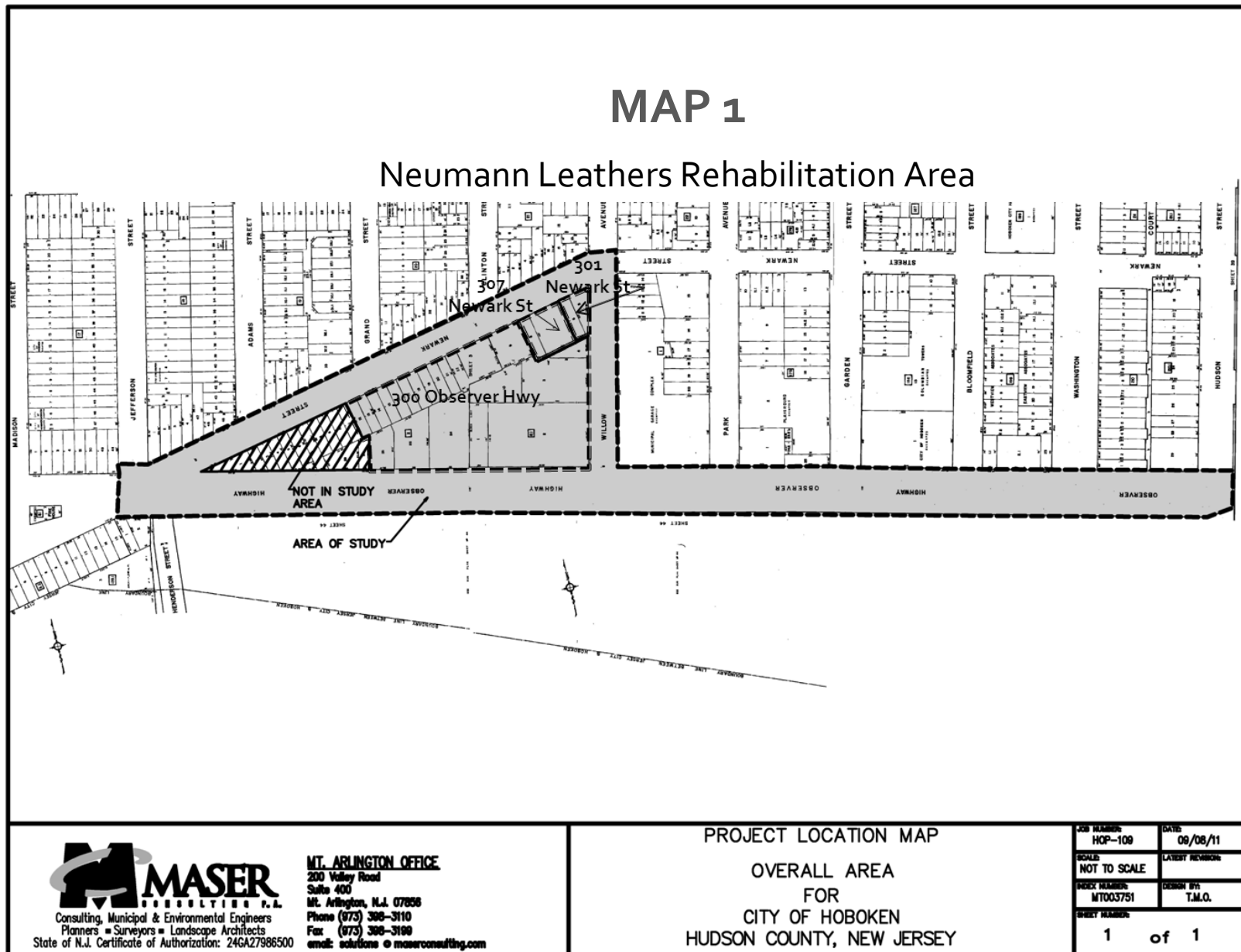


Figure 3: Photo of Neumann Leathers at dusk taken in 2013, with the active occupancy of the building evident even after normal working hours. There is currently no residential occupancy in the building.



301 Newark Street/80-86 Willow Avenue (Block 2.1 Lots 5 & 6)

This property consists of two lots located on the corner of Willow Avenue and Newark Street with a total lot area of 5,030 sq. ft. (see Map 1) The property once contained a three story mixed use building with commercial (auto parts) on the ground floor and three residential units on the second and third floors. The southerly parcel on Willow Avenue contained a 1-story building used for auto repair and service. The property owner obtained a Use Variance from the Industrial Zone provisions to construct a mixed use building of seven stories at 75 feet in height with 15 residential units above retail on the ground floor with structured parking for 8 parking spaces. The buildings on site were demolished in 2014 and the approved building is under construction in 2015.

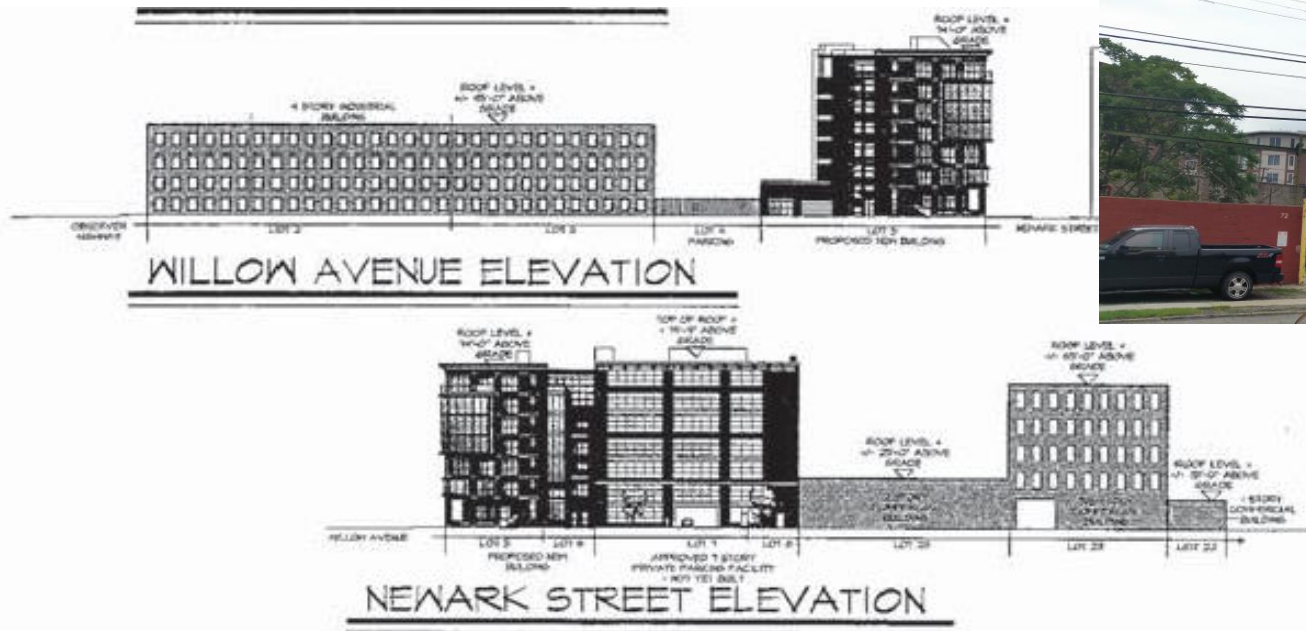


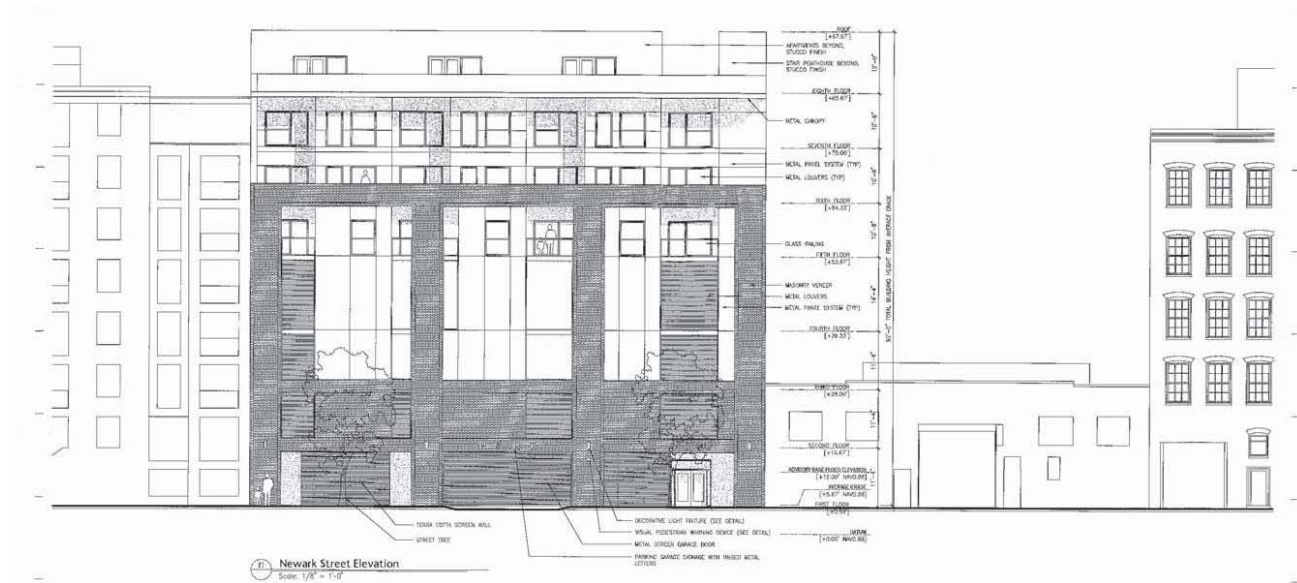
Figure 4: 301 Newark Street, seen (top) in 2014 when buildings were demolished, is now under construction of the approved seven story 15 unit mixed use building (bottom) as viewed from the corner of Willow and Newark Streets. Elevation of building from site plan is shown at left.

307- 309 Newark Street (Block 2.1, Lots 7 & 8)

This property is located on the south side of Newark Street, between Willow Avenue and Clinton Street, and is 9,948 sq. ft. in size. (Map 1) The property is a lot with no buildings or structures that is used as a surface parking lot for up to 42 cars for a nearby residential building. The property received Use Variance and Conditional Use Approval by the Zoning Board of Adjustment in 2011 for a multistoried structured parking facility with some street level retail, but a subsequent application in 2014 for an eight story building at 92 feet in height with 15 units of residential and parking for 213 cars was rejected by the Zoning Board of Adjustment. The property owner of 307 Newark Street has participated in the City's stakeholder meetings with the new owner of the Neumann Leathers property during the evolution of this Redevelopment Plan and it is possible that the two property owners may work jointly on a redevelopment project for the Neumann Leathers property and 307 Newark Street. However, this Redevelopment Plan also addresses the separate development of 307 Newark Street.



Figure 5: 307 Newark Street viewed in Bing street view from Newark Street (above). Proposed eight story automated parking garage and residential units denied by Zoning Board (below).



2.2 Existing Zoning

The Neumann Leathers Rehabilitation Area properties are located within the I-2 Industrial (Mixed-Use) zone district as shown on the City's Zoning Map. The I-2 zone permits the following:

Permitted uses

- Food processing and related storage and distributive activities
- Manufacturing, processing or fabricating operations which meet the performance standards set forth in Article XII, provided that all operations and activities are carried on within enclosed buildings and that there is no outside storage of materials
- Retail business or service
- Public buildings and uses, such as equipment garages, parking facilities, parks and playgrounds
- Wireless telecommunications towers subject to Sections 196-26 and 196-35. [Added 5-7-2003 by Ord. No. DR-91]

Accessory uses

- Off-street parking and loading
- Accessory uses customarily incidental to principal use
- Signs
- Wireless telecommunication

Conditional Uses

- Automotive sales, service stations, automobile laundries
- Bars
- Commercial garages and public parking facilities

- Railroad-related shipping terminals
- Manufacturing and processing operations

Bulk Requirements

Lot area, minimum: 5,000 square feet.

Lot width, minimum: 50 feet.

Lot depth, minimum: 100 feet.

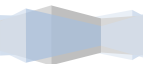
Lot coverage, maximum (buildings) principal 60%/accessory 10%.

Building height, maximum: prin. 40 feet/2 stories- acc. 30 feet/1.5 stories

Floor area ratio, (FAR) maximum: 1.25

Yard minimums:

Front & side yards: 5 feet / Rear yard: 15 feet.



3.0 The Need for Rehabilitation

This Redevelopment Plan (“Plan”) has been prepared in accordance with the Local Redevelopment and Housing Law (“LRHL”), N.J.S.A. 40A:12A-7A, which provides that redevelopment projects (inclusive of rehabilitation) may only be undertaken or carried out in accordance with a redevelopment plan adopted by ordinance of the municipal governing body, upon its findings that the specifically delineated project area is an area in need of rehabilitation, according to the criteria set forth in Section 14 of the LRHL.

Section 14 of the LRHL outlines the criteria that can be considered in evaluating a Study Area for an Area In Need of Rehabilitation. The LRHL was amended by the Legislature through the adoption of Chapter 159 of the Laws of 2013. L. 2013, c. 159 (approved September 6, 2013) and Section 14 now reads as follows:

“14. a. A delineated area may be determined to be in need of rehabilitation if the governing body of the municipality determines by resolution that a program of rehabilitation, as defined in section 3 of P.L.1992, c.79 (C.40A:12A-3), may be expected to prevent further deterioration and promote the overall development of the community; and that there exist in that area any of the following conditions such that

- (1) a significant portion of structures therein are in a deteriorated or substandard condition;*
- (2) more than half of the housing stock in the delineated area is at least 50 years old;*
- (3) there is a pattern of vacancy, abandonment or underutilization of properties in the area;*
- (4) there is a persistent arrearage of property tax payments on properties in the area;*

(5) environmental contamination is discouraging improvements and investment in properties in the area; or

(6) a majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance.

Once one or more of the conditions are determined satisfied and upon an affirmative declaration of an Area In Need of Rehabilitation, the City may proceed to the preparation of a Redevelopment Plan. (N.J.S.A. 40A:12A-1 et seq.)

A rehabilitation declaration affords the City all of the powers of redevelopment (40A:12A-8) with the following exceptions: The City may not use eminent domain and it may not provide for long term tax abatements. However, a rehabilitation designation does provide the City with the ability to grant five-year tax abatements and exemptions.

The City Council, in a resolution dated October 1, 2014¹, again formally requested that the Planning Board conduct a public hearing and make recommendations. A second resolution was adopted by the City Council on October 15, 2014², which replaced the previous

¹ City Council Resolution adopted October 1, 2014, “Resolution of the City of Hoboken, County of Hudson Requesting Planning Board Review of a Resolution Designating Certain Property in the City as an Area in Need of Rehabilitation.

² City Council Resolution adopted October 15, 2014, “Resolution of the City of Hoboken, County of Hudson Designating Certain Property in the City as an Area in Need of Rehabilitation.

resolution of Rehabilitation Area designation adopted on October 19, 2011 that was set aside by the Appellate Division without prejudice in September of 2014 based on a technicality in the wording of the Resolution regarding the age and condition of the water and sewer infrastructure.

To address the technicality, a report entitled “Rehabilitation Area Determination of Need” was prepared by Maser Consulting for the study area on October 3, 2014 and the Hoboken Planning Board again recommended designation based on that report on October 7, 2014. The report found that the Study Area meets the conditions for an Area in Need of Rehabilitation designation pursuant to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-14 (a)(5) and (6)) because a program of rehabilitation may be expected to prevent further deterioration and promote the overall development of the community; and

1. The majority of the water and sewer infrastructure in the delineated area far exceeds the minimum infrastructure age of 50 years old and is in need of repair or substantial maintenance, and
2. Environmental contamination is discouraging improvements and investment in properties in the area.

While setting aside the original Rehabilitation Area determination from 2011, the Appellate Division affirmed all of the other City’s positions in defense of the challenge by the former property owner, including their assertion that the age of the housing stock was relevant, the applicability of the age and physical condition of water and sewer infrastructure that is not located on private property in the proposed rehabilitation area, or that the water and sewer infrastructure criterion of Section 14a-5 did not apply when the utilities were not owned by the City, as well as other arguments.

The Appellate Division decision also noted that the New Jersey Legislature amended the statute during the pendency of the legal proceedings and the new language conclusively settled most of the issues in the City’s favor.

The Maser report of October 3, 2014 noted the new language in the statute regarding environmental contamination and pointed to evidence of soil and groundwater contamination provided in the 2009 Zoning Board proceedings and the need for a comprehensive redevelopment of the site in order to make the remediation of that contamination economically viable.

This Redevelopment Plan is therefore based on the new Rehabilitation Area determination of October 15, 2014 and is the next milestone in the adaptive reuse of an important historic resource in Hoboken and the creation of a unique urban space for the neighborhood and the Southwest area of the City.



Figure 6: Existing building massing (except for 301 Newark, which will be replaced with a 7 story building).



4.0 Vision, Goals and Objectives

4.1 Vision

The Neumann Leather property has long been identified as an important community asset, holding unique elements representative of the City's past and present. The site represents one of the few remaining intact historic industrial complexes that have effectively fused the City's industrial past and historic preservation with a viable tenant mix of fine arts, artisans, industrial arts, as well as new industry.

The guiding principle of the planning process has been to maintain and support this unique property as a neighborhood/City site. The findings were that the basis of the Plan would utilize the property's existing characteristics and elements - (shape, size and location, industrial context, historic buildings, arts/artisan/industrial tenants and open areas) and integrate them with progressive planning and design techniques while incorporating the community's needs.

The resulting Redevelopment Plan provides a clear direction while providing an opportunity to develop a project that builds on the site's attributes. While the Plan requires preservation, it also proposes complementary uses, community/open space and a design which will support the essence of this unique site.

The vision is built on the following concepts:

Preservation - not only of the historic buildings, but the industrial arts/arts/artisan uses that have been integral to the community and site over the past 30 years. These uses are critical to ensuring the future viability of the industrial arts/arts/artisan uses in the City and are an important economic driver for the City. The main buildings, dating back to the early 1900's are predominately sound and are to be preserved and updated as they are the literal and figurative foundation of the Plan. The site characteristics such as the

smokestack, cobbled drives, exposed steel, oversized doorways and loading portals, will be utilized as design elements to help integrate the architecture of the past and present. The industrial arts, fine arts, artisan and industrial uses will be protected and encouraged to thrive as their presence on the site and in the City is critical to the success of the Plan. Protective institutional controls in the form of zoning, licenses, leases, contracts etc. should be explored in conjunction with the Redevelopment Agreement for the protection and promotion of the proper distribution of these uses and success of the Plan. The ratios of these various uses will be evaluated so as to best foster an economically and culturally viable center for industrial arts, design and more traditional artists. Successful models such as the Greenpoint Development Corporation in Brooklyn should be considered.

Environment – The Rehabilitation Area, covered entirely by buildings, surface parking, roads and sidewalks, is within the City's most vulnerable flood zone and is an old industrial site. The Plan envisions improvements in all of these areas. Improvements include increased stormwater storage and improved site stormwater quality. The Plan will retain rather than increase stormwater runoff from the site, lessening site and localized flood conditions. Remediation of the site will be required to meet applicable environmental standards. Most importantly, is the commitment to maintain the principal buildings and to continue their unique industrial arts/arts/artisan character through adaptive reuse. Continued use/reuse of existing historic industrial structures affords savings over new construction.³ These efforts, coupled with

³ [The Greenest Building: Quantifying the Environmental Value of Building Reuse-](#)
National Historic Trust.

the LEED ND requirements will greatly enhance environmental characteristics of the site and quality of the area.

Economics – In order for the Plan to be viable, it must be implementable and realistically balance competing interests. Market research was conducted, meetings held with interested parties (City, public, property owners, tenants, and design professionals) and pro-formas were analyzed and produced. The Plan provided is the result of massing studies used not only to test assumptions and ensure the site’s performance, but also to provide a vision that is supported both from design and economic perspectives.

Equity – The Plan provides an equitable solution and definitive zoning plan for the property owners and the Rehabilitation Area. Consideration of the interests of the property owners as well as the needs of the City of Hoboken for affordable housing, open space, industrial arts/arts/artisans and local industry retention are important to the success of the Plan.

This Redevelopment Plan envisions the Neumann Leather Rehabilitation Area as a mixed-use neighborhood where the existing principal structures are preserved and rehabilitated to applicable building code standards, as well as the spirit of the Department of the Interior Standards for Rehabilitation. The site will be augmented with new affordable housing and land uses appropriate for the neighborhood and community. The protection of the uses by preventing gentrification and maintaining existing industrial rent levels to retain the current tenants will be offset and balanced by new construction of a mix of uses, including residential, commercial, retail and parking.

4.2 Goals and Objectives

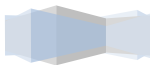
Consistent with the community’s vision for the Neumann Leathers complex, the broad goal of the Neumann Leathers Redevelopment Plan is to rehabilitate the existing industrial complex to retain and enhance the existing industrial arts and to construct new buildings in the existing parking lot to create a vibrant, active mixed-use block that is knit into the fabric of the surrounding neighborhood, helping to make it “compact, complete and connected”⁴. The Plan seeks to develop a framework to achieve goals and objectives and to address development challenges, while at the same time provide enough flexibility to accommodate future stakeholder needs and shifting market forces.

Goal 1. To preserve and revitalize the existing historic industrial structures and retain the character of the site.

Policies & Objectives

1. The original Neumann Leathers property buildings will be preserved and rehabilitated in accordance with design guidelines set forth in this Plan. The windows shall be replaced or repaired without unnecessary modification to the shape or size of the openings, and the façade shall be restored, utilizing appropriate architectural details and materials to preserve the historic character of the building such as brick, metal hinges, metal grill work, interesting period industrial doorways and/or equipment (will be preserved) to the maximum extent possible.
2. The historic smoke stack and other historic elements shall be preserved.

⁴ LEED for Neighborhood Development, 2009, pg. xvi



Goal 2. To preserve, retain and promote the existing industrial arts uses.

Policies & Objectives

1. The original Neumann Leathers property buildings will be rehabilitated to be used primarily for industrial arts, with limited, related and complementary commercial and retail uses permitted on the ground floor.
2. Reduced rent levels for industrial arts uses will be maintained in order to ensure that the tenant spaces remain viable for industrial arts tenants.
3. Tenant/owner mechanisms (tenant associations, coop, Executive Board etc.) will be established to ensure equitable treatment and the protection and promotion of the industrial uses. Consultation with or models used by organizations such as Greenpoint Manufacturing and Design Center (GMDC) in Brooklyn should be considered.

Goal 3. To integrate the Neumann Leathers Rehabilitation Area into the immediate neighborhood as a “hub” and provide adequate public open space on the ground level within the interior of the complex.

1. Allow pedestrian flow through the interior of the block by extending pathways, open to the public, to connect to Willow Street, Observer Highway and Newark Street near Clinton Street and Grand Street.
2. Allow limited demolition of accessory structures within the interior of the Neumann Leathers property to provide interior plazas and/or courtyards to be used for public open space and pedestrian circulation.

LEED ND SIDEBAR #1

What is a Sustainable Neighborhood?

“A neighborhood can be considered the planning unit of a town. The charter of the Congress for the New Urbanism characterizes this unit as “compact, pedestrian-friendly, and mixed-use.” By itself the neighborhood is a village, but combined with other neighborhoods it becomes a town or a city. Similarly, several neighborhoods with their centers at transit stops can constitute a transit corridor.

The neighborhood, as laid out in LEED-ND, is in contrast to sprawl development patterns, which create podlike clusters that are disconnected from surrounding areas. Existing and new traditional neighborhoods provide an alternative to development patterns that characterize sprawl, such as the single-zoned, automobile-dominated land uses that have been predominant in suburban areas since the 1950s. Instead, traditional neighborhoods meet all those same needs—for housing, employment, shopping, civic functions, and more—but in formats that are compact, complete, and connected, and ultimately more sustainable and diverse.

The metrics of a neighborhood vary in density, population, mix of uses, and dwelling types and by regional customs, economies, climates, and site conditions. In general, they include size, identifiable centers and edges, connectedness with the surroundings, walkable streets, and sites for civic uses and social interaction.”

LEED FOR NEIGHBORHOOD DEVELOPMENT, 2009, PAGE XVI

3. The new interior spaces are envisioned as a sequence of outdoor “rooms” designed as plazas, gardens, and a variety of gathering spaces activated by appropriate and compatible ground level retail and other commercial use, as well as display/performance space for artists and musicians.

Goal 4. To provide a pedestrian-oriented streetscape that is integrated with the development through the inclusion of attractive infill, mixed use buildings, pedestrian and shared use access points, as well as visual enticements into plazas, courtyards and open spaces.

Policies & Objectives

1. Provide retail storefronts along Newark Street and the extension of Grand Street.
2. Provide pedestrian scale street amenities (i.e., lighting, benches, planters, etc.) along Observer Highway, Newark Street, Willow Avenue and extension of Grand Street.
3. Prohibit any new loading docks along Newark Street and restrict loading on the project side of Newark Street and Willow Avenue to evenings and off-peak parking hours.
4. Any parking structure fronting on Newark Street or Willow Avenue must be masked and activated by some retail use or gallery space.

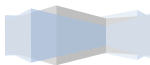
Goal 5. To protect property, reduce stormwater runoff and mitigate against flooding.

Policies & Objectives

1. Address the existing combined sanitary and storm sewer system within the street frontages of redevelopment projects

undertaken under this Redevelopment Plan. The system is around 100 years old and is in need of replacement.

2. Incorporate green infrastructure as well as vegetation to the greatest extent within and around the development including along sidewalks, with rooftop gardens, green roofs and walls, decks, and in the courtyards and open spaces.



5.0 Relationship to Local Objectives

In addition to stating the Rehabilitation Area's specific goals and objectives, the LRHL requires that the Redevelopment Plan indicate its relationship to definite local objectives regarding land uses, population density, traffic and public transportation, public utilities, recreational and community facilities, and other public improvements. This will ensure that the goals and objectives of the Plan are consistent with or will support the broader community-wide goals of the Master Plan.

The 2004 Master Plan and 2010 Master Plan Reexamination Report provide the basis for the long range planning and zoning efforts for the City. The information provided in these documents provides insight into the study area with both specific and general recommendations.

While the Rehabilitation Area includes both private property and public streets, the largest single property central to the Rehabilitation Area is the Neumann Leathers property at 300 Observer Highway. Due to the size and importance of this property, both the Master Plan and Reexamination Report have specific comments relative to this property and the surrounding area.

The following statements from the City of Hoboken's 2004 Master Plan and the 2010 Reexamination Report are relative to the Neumann Leathers Rehabilitation Area:

5.1 2004 Master Plan

In 2004, the Planning Board adopted a comprehensive Master Plan. The 2004 Master Plan made general and specific references to

issues relevant to the study area. Excerpts of the 2004 Master Plan are provided by the element in which they appeared.

Community Facilities Plan Element

Due to its age and design, Hoboken's sewer system poses a number of challenges. The system was originally designed to handle both stormwater and sanitary sewage, which it carried without treatment directly into the Hudson River. When the first treatment plant was constructed in 1958, a system of interceptor sewers and pump stations was built to direct wastewater to the plant, and a system of regulator chambers was installed to carry excess flows into the river during storm events. These regulators are designed to reduce the amount of waste that drains into the river during storms, and a strict maintenance schedule is required to ensure their continued operation. The regulators are currently being consolidated and upgraded in accordance with the Long Term Solids/Floatables Facilities Plan.

Like the City's other underground utilities, Hoboken's sewers are quite old—in many cases, they date to the Civil War era. The North Hudson Sewerage Authority is engaged in a program to clean out and rehabilitate these wooden sewers to prevent backups. Also, the southwest section of the City, which is close to sea level, is experiencing sewer capacity problems due to inadequate drainage. During high tides, stormwater cannot drain from this area into the Hudson River, creating backups in the sewers.

The Element recommends:

Encourage the replacement of the existing combined sanitary and storm sewer system. The existing system is currently being upgraded to reduce the amount of waste that escapes into the Hudson River during storm events. Over the

long term, consideration should be given to creating separate storm and sanitary sewer systems in portions of the system. Priority should be given to creating a separated system in the southwestern portion of the City, where the combined system creates sewer backups because of inadequate drainage.

Circulation Plan Element

The Circulation Plan recommends the following:

Consider creating an additional connection from Newark Street to Observer Highway at Grand Street. The Neumann Leather property in this location does not have any significant buildings in the area where this street would cross its properties. This connection could be constructed in conjunction with any redevelopment of this site. To minimize traffic entering the City's residential neighborhoods, this connection should continue the one-way southbound traffic flow on Grand Street.

Historic Preservation Plan Element

The Historic Preservation Element states the following:

The purpose of the Historic Preservation Element... is to recognize and guide the preservation of the City's unique architectural heritage, which reflects its rich and varied history. Hoboken has a remarkably intact collection of historic buildings and neighborhoods that, while predominantly residential, also includes significant examples of industrial, engineering, institutional, commercial, and transportation-related buildings and structures built during the late Nineteenth and early Twentieth Centuries. These historic resources make a substantial contribution to the community

identity, sense of place, quality of life, and economic vitality of the City and are a great source of civic pride.

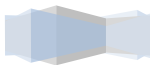
A recommendation of this element was:

Discourage the unnecessary demolition or other destruction of historic resources. As Hoboken continues to be redeveloped, it is imperative that remnants of its past are not all removed. Existing structures can be reused or maintained, as noted above, even if not for their original purposes. Structures to be preserved include buildings as well as features such as signs, smokestacks, and other relics of Hoboken's industrial past.

Land Use Plan Element

The Land Use Plan Element, Part II recommended:

Provide regulations to guide any possible redevelopment of the Neumann Leather property in an appropriate manner. ...the Neumann Leather complex stands as a reminder of old Hoboken. The former factory is now occupied by numerous tenants ranging from artists to high tech companies. It is also a desirable location for redevelopment due to its proximity to Hoboken Terminal and its direct views of the Manhattan skyline... For these reasons, the Neumann Leather property warrants special consideration as well as flexibility in its development regulations. Any redevelopment of this should include a mix of uses, possible density and/or height bonuses for provision of community amenities, and preservation of existing historic structures where possible. The zoning for this property should set some parameters, but allow some flexibility within certain bounds. It also may be appropriate to extend the zoning for this property across Willow Avenue to include the existing City Garage property, which is also a likely



candidate for redevelopment, and the adjacent surface parking lot. As in other Terminal area sites, commercial development is preferred to housing, though the Neumann Leather complex might also lend itself to artist live/work/display space. This site will require additional study to determine how to balance competing interests such as access, parking, appropriate mix of uses, preservation of existing buildings, and provision of public amenities.

The Land Use Plan also proposed that the Study Area and Neumann site be re-zoned to a "B-3 Business 3" zoning district, which encompassed all of the I-2 properties north of Observer Highway from Bloomfield to Jefferson Streets. It states the following:

B-3 Business 3: The properties included in this designation are located to the west of Hoboken Terminal along Observer Highway. Permitted uses in this area should include a mix of land uses. Relatively intense development in terms of height or density should be permitted only as part of comprehensive redevelopment that includes public benefits, such as provision of public open space, preservation of historic buildings, and/or creation of transportation improvements.

It should be noted that in 2005, based on the Master Plan recommendation for the rezoning of the study area Neumann site and the City Garage to a B-3 zone, an ordinance for the rezoning was introduced and forwarded to the Planning Board for review. While the Planning Board found that the ordinance was not inconsistent with the Master Plan, the Planning Board recommended the use of redevelopment in order to preserve the existing buildings and the culture of artists on the Neumann property.

The Planning Board forwarded its review to the City Council where the B-3 ordinance was voted down in April of 2005.

5.2 2010 Reexamination Report

The 2010 Reexamination Report, which included a revised Land Use Plan, was adopted in March of 2011. The 2010 Reexamination Report notes changes to the City since the 2004 Master Plan and makes specific recommendations for both the City and the study area.

The 2010 Reexamination Report notes the following in regards to the study area and in particular the Neumann property:

During the preparation of the Reexamination Report, it became evident that a process has begun in the City to foster citizen driven community plans... a representation of such a proactive plan is the one developed by the Neumann Leather Tenants Association (NLTA)... The Neumann complex has been successfully reused by non-residential "arts and entrepreneurial businesses". Said businesses can be principally characterized as industrial artisans, artists and musicians. The NLTA was formed to protect the building site when a residential/mixed use development was proposed which threatened to completely displace the "entrepreneurial, inventive and creative culture" within the building. Although the development proposal was denied by the ZBA, no regulations are currently in place to give solid "protection" to the existing use of the complex. Retaining such 21st century arts and industry uses is fundamental to maintaining the unique quality of the City. Once regulatory techniques are developed, the City may be able to provide additional space to grow this sector of the City's economy.

As to the extent to which 2004 Master Plan problems and objectives have been reduced or increased, the 2010 Reexamination Report states:

The City has begun to consider creative zoning or "area in need of rehabilitation" controls in order to protect the lively mix of uses that are concentrated there; "area in need of rehabilitation" designations do not bring the power of eminent domain nor do they permit PILOTs but they require a redevelopment plan which involves designating a redeveloper and adopting a plan that provides for detailed regulations for rehabilitation of existing structures and, if desired, new construction.

The I-2 zoning designation may act to keep rents at industrial levels, which will help the "arts industry" in the most basic way.

As to the final recommendations for the Master Plan and development regulations, the 2010 Reexamination Report states:

Eliminate the Business [B] zones from Map 15 as follows: delete B-2 as it is the Hudson St./River St. Redevelopment Area; delete B-3 as it is comprised of the Observer Highway Redevelopment Area, the DPW Redevelopment Area and the Neumann site; delete all three B-4 zones, as these zones are built-out and already exist as mixed-use zones or are located in the Northwest Redevelopment Area.

Consider alternative zoning techniques including arts & industry overlay zoning or the use of "area in need of rehabilitation" designation. The emphasis should be on protecting spaces where artists can work affordably rather than on where they can live. Artist housing may need to be

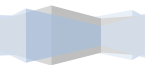
subsumed into affordable housing considerations because "work/live" scenarios require a higher level of code compliance and result in more expensive space. Analysis of this issue has already been done by the Hoboken Arts and Industry Council and it should be utilized and expanded.

5.3 2010 Hoboken Bicycle and Pedestrian Plan

The City of Hoboken adopted a Bicycle and Pedestrian Plan in 2010. The Bicycle and Pedestrian Plan was prepared through the NJDOT Office of Bicycle and Pedestrian Program's Local Technical Assistance (LTA) Program to address concerns of walking and bicycling within Hoboken. The Bicycle and Pedestrian Plan recommends priority intersection improvements at the Willow Street and Observer Highway intersection and traffic calming measures along Observer Highway. Additionally, within the vicinity of the Neumann Leathers Rehabilitation Area, the Bicycle and Pedestrian Plan recommended dedicated bike lanes for Newark Street and Willow Street and shared lane markings are recommended for Observer Highway.

5.4 Green Infrastructure Strategic Plan

The City was selected by Together North Jersey to receive technical consulting services to prepare a comprehensive Green Infrastructure Strategic Plan, which was completed in October of 2013. The Green Infrastructure Plan divides the City into three "zones", Blue, Green and Gray. The Blue zone wraps around the western and southern edges of the City, the Green Zone is in the center and the Gray zone covers the downtown area and riverfront (see Figure 7).



The Neumann Leathers Rehabilitation Area is partially located in the Blue Zone and Green Zone. The Blue Zone emphasizes retention Best Practices and the Green Zone emphasizes infiltration Best Practices (Figure 7). Because subsurface storage is not practical within the Neumann Leathers Rehabilitation Area and is being emphasized in the adjacent Southwest Rehabilitation Area through the construction of the “Southwest Park”, this Redevelopment Plan emphasizes infiltration through the incorporation of raingardens (stormwater planters) within the newly created interior public courtyards and plazas that are required. More details are found in the Section 7.5, Design Standards for Green Infrastructure.

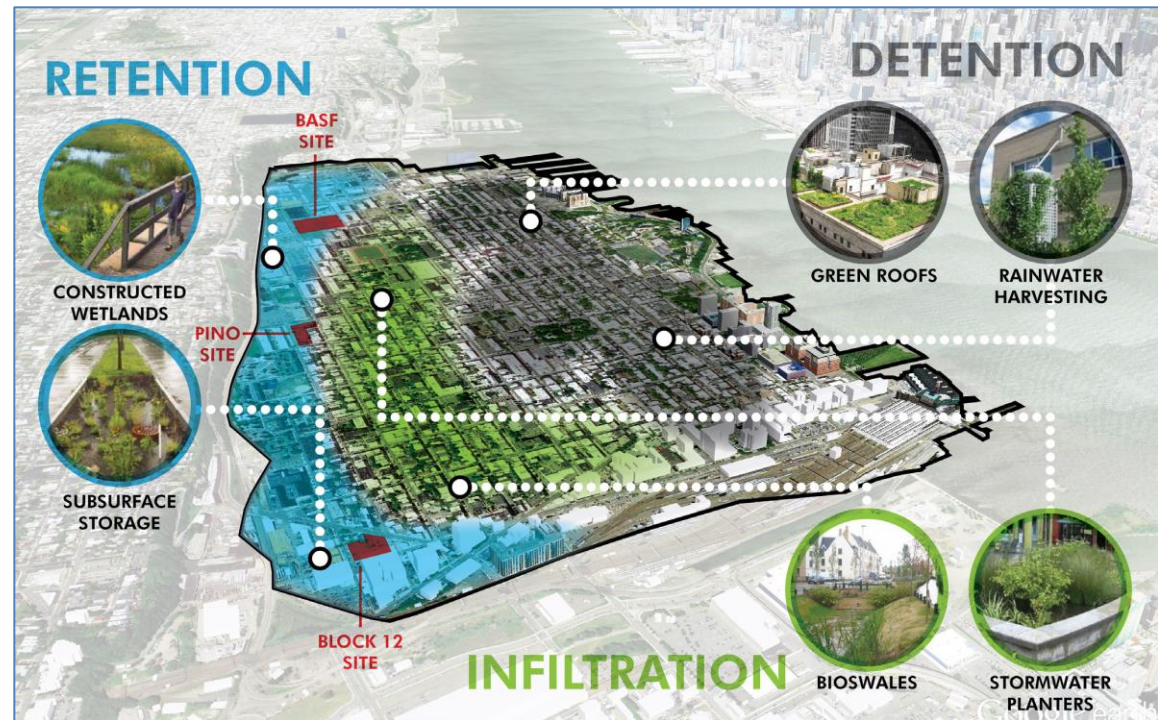


Figure 7: Green Infrastructure Strategic Plan Zone Map

6.0 Relationship to Other Plans

This section of the report discusses any significant relationship of the Neumann Leathers Redevelopment Plan to the master plans of contiguous municipalities, the master plan of Hudson County, and the State Development and Redevelopment Plan. This is a requirement of the LRHL intended to link redevelopment planning to the regional planning goals and objectives.

6.1 Plans of Adjacent Communities

The Neumann Leathers Rehabilitation Area is located near the southern edge of Hoboken, adjacent to Jersey City on the south side of the Hoboken Yard Redevelopment Area. A Master Plan for Jersey City was adopted in 2000, and Reexamination Reports completed in

2005 and 2011. The Redevelopment Plan is compatible with the Land Use and Circulation Elements of Jersey City’s Master Plan. The area of Jersey City bordering the Hoboken Yards Redevelopment Area is compatible with this Redevelopment Plan in its designation for mixed-use industrial arts, commercial, and residential uses.

6.2 Hudson County Master Plan

Hudson County adopted a Master Plan Reexamination in August 2008, which updates, amends and supplements the 2002 Hudson County Master Plan to address issues, such as climate change, flooding, sustainability, etc., that have arisen since 2002. The following sections review the relationship of the Neumann Leathers

Rehabilitation Area to the Hudson County 2008 Master Plan Reexamination:

Hudson County Goals and Objectives

The Neumann Leathers Redevelopment Plan promotes the following goals and objectives of the Hudson County Master Plan:

General Goals & Objectives

Goal 3. To provide for the economic revitalization of the County's commercial and industrial base.

Goal 9. To preserve historic sites and cultural resources throughout the County.

Objective 1. Encourage development and redevelopment that utilizes alternative transportation measures for bicycle, pedestrian and transit-friendly design practices and capitalizes on existing and planned transportation improvements.

Objective 2. Consider the established character of existing neighborhoods as a factor in the evaluation of new development and redevelopment projects.

Objective 9. Reduce the amount of impervious coverage that contributes to flooding, adverse drainage conditions and the "urban heat island" affect.

Objective 11. Promote the use of green building design to reduce "greenhouse gas" emissions, reduce stormwater run-off and non-point source pollution, and the "urban heat island" affect.

Land Use Goals

Goal 3. To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.

Goal 5. To integrate land use planning with transportation planning and capacities, including all modes, but particularly pedestrian and bicycle and to promote development intensities that will support mass transit.

Goal 6. To promote compact and mixed-use development patterns.

Goal 8. To encourage redevelopment in areas in need of rehabilitation.

Goal 10. To minimize the negative effects of development and redevelopment on the natural and built environments.

Economic Goals

Goal 3. To provide for the economic revitalization of the County's commercial and industrial base.

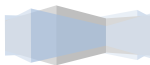
Goal 4. To retain existing businesses and attract new industries.

Goal 5. To reduce the tax burden on residential uses by encouraging additional development that generates significant tax benefits.

Circulation Goals

Goal 4. To promote alternate transportation modes including bicycling, telecommuting, transit and walking.

Goal 10. To promote a pedestrian-first approach in Downtown areas.



Goal 11. To provide pedestrian and bicycle access along all roadways, particularly those roads that leads residents to job centers.

Utilities Goals

Goal 1. To maintain existing capital facilities and replace aging capital facilities that are no longer effective.

Goal 3. To invest in new infrastructure technology to encourage future economic growth and redevelopment.

Goal 5. To reduce stormwater run-off and nonpoint source pollution.

Goal 6. To promote the development of renewable energy.

6.3 New Jersey State Plan

2001 State Development and Redevelopment Plan

The City of Hoboken, including the Neumann Leathers Rehabilitation Area, is designated within the Metropolitan Planning Area (PA-1) of the 2001 State Development and Redevelopment Plan (SDRP). The intent of PA-1 is to provide for much of the state's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. The Redevelopment Plan has a significant relationship to the SDRP by advancing many of the objectives for PA-1 Metropolitan Planning Area, including:

1. **Land Use:** Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and

beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.

2. **Housing:** Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.
3. **Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.
4. **Transportation:** Maintain and enhance a transportation system that capitalizes on high-density settlement patterns by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.

8. **Redevelopment:** Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
9. **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to redevelop. Coordinate historic preservation with tourism efforts.
10. **Public Facilities and Services:** Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

Secondly, the Redevelopment Plan has the potential to advance 4 of the eight goals of the SDRP:

- **Revitalize the State's Cities and Town Centers** – Revitalize New Jersey's cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan's vision and goals.
- **Conserve the State's Natural Resources and Systems** – Conserve the State's natural resources and systems by planning the location and intensity of growth in ways to maintain natural resources and systems capacities and make the necessary

infrastructure investments to protect natural resources and systems in ways that guide growth and development that are consistent with the State Plan's vision and goals.

- **Promote Beneficial Economic Growth** – Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents. Provide infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards. Encourage partnerships and collaborative planning with the private sector and capitalize on the State's strategic location, and economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan's vision and goals.
- **Preserve and Enhance Areas with Historic, Cultural, Scenic Open Space, and Recreational Value** – Preserve, enhance, and use historic, cultural, scenic and recreational assets by collaborative planning, design, investment, and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life, civic beauty and redevelopment in ways that are consistent with the State Plan's vision and goals.

2012 Draft Final State Strategic Plan

The 2012 State Strategic Plan (SSP) is New Jersey's revised State Development and Redevelopment Plan designed to meet the statutory charges of the State Planning Act. The SSP was intended to be adopted by the State Planning Commission in November 2012,



but was postponed due to Super Storm Sandy. The SPC is revising the SSP to incorporate disaster planning goals in light of Super Storm Sandy.

The overall goal of the SSP is to guide future growth by balancing development and conservation objectives best suited to meet the needs of New Jersey.

Goal 2 of the SSP is to “guide and inform regional planning, enabling each region of the State to experience appropriate growth, preservation and protection based on its assets and desires.” The SSP no longer relies on the 2001 SRPR Policy Map. Instead, the SSP has developed a system of Investment Areas to identify areas for the growth, agriculture, open space conservation and other appropriate designations.

Priority Growth Investment Areas are where more significant development and redevelopment is preferred and where public and private investment to support such development and redevelopment will be prioritized. Priority Growth Investment Areas include former PA1 areas, TDR (Transfer of Development Rights) receiving areas, urban enterprise zones, designated areas in need of rehabilitation or redevelopment, foreign trade zones, transit villages, urban transit hubs, and other identified areas. The Goal 2 objectives and strategies direct various state agencies to focus their investments and planning efforts into the Priority Growth Investment Areas.

7.0 Redevelopment Plan

This chapter of the Redevelopment Plan provides the process and land use requirements for the redevelopment of the Neumann Leathers Rehabilitation Area. As this plan was being prepared, 301 Newark Street (Lots 5 & 6) had received approval from the Hoboken Zoning Board of Adjustment for the construction of the project described earlier in this Plan and the prior building on the property was cleared. Conversely, the revised plan for 307 Newark Street had been denied by the Zoning Board of Adjustment around the time that a contract purchaser of the Neumann Leathers complex at 300 Observer Highway was engaged as a stakeholder in the redevelopment planning process and subsequently acquired the property. As a result, for purposes of this Plan, the approval of the Zoning Board of Adjustment for 301 Newark Street will be recognized as conforming for that part of the Neumann Leathers Rehabilitation Area. However, if the site plan for that property should change so that it no longer complies with the stipulations of the Zoning Board of Adjustment's Resolution, the parcel shall be regulated according to the Plan but utilizing the use, bulk, density and parking requirements articulated for the I-2 zoning district. All other applicable standards (such as façade, signage, etc.), as set forth in the City of Hoboken Zoning Ordinance, will also apply.

The requirements that follow are specific to the Neumann Leathers complex (of 300 Observer Highway) and the adjacent property at 307 Newark Street. The property at 307 Newark Street has an approval for an automated parking facility of seven stories and 486 parking spaces with street level commercial space. It is likely that the combination of rehabilitated industrial arts space in the retained buildings of the Neumann Leathers property, and the new infill of the existing surface parking area will generate a demand for some of the parking approved at 307 Newark Street. The property of 307 Newark Street may be developed in accordance with the Resolution of Approval of the Zoning Board of Adjustment. If the property is not developed pursuant to the Board's approval, it must be compliant with this Redevelopment Plan and will be subject to the provisions of a negotiated Redevelopment Agreement with the designated redeveloper. This Plan accommodates for the possibility

that 300 Observer and 307 Newark Street sites are developed separately, as well as the possibility that they are developed collaboratively as one project.

7.1 Overlays Existing Zoning

The provisions of this Redevelopment Plan shall constitute an overlay over the existing I-2 Industrial Zoning and Development Regulations of the City of Hoboken that regulate development within the Neumann Leathers Rehabilitation Area in accordance with New Jersey's Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-7.c). Any subdivision of lots and parcels of land within the Rehabilitation Area shall be in accordance with the requirements of this Plan and Chapter 44. Land Use Procedures of the City of Hoboken Ordinance. The provisions of the current Hoboken Flood Damage Prevention Ordinance shall apply.

The Official Zoning Map of the City of Hoboken is hereby amended to designate the Rehabilitation Area, which consists of the following Lots and Blocks, as the "Neumann Leathers Rehabilitation Zone":

Block 2, Lots 12 – 26
Block 2.1, Lots 1–10

7.2 Land Use & Development Requirements

The specific land use and development requirements, including design standards that are applicable to the entire Rehabilitation Area, are outlined in the following sections. For purposes of this Plan, the term "first floor" shall refer to the first floor at or above street level that can be accessed directly from the public sidewalk. The Rehabilitation Area to be redeveloped is shown in Figure 12, as three different Sections. The land use and development requirements below are thus associated with the specific Sections. The existing buildings that shall remain are denoted in Section A in Figure 12 and are shown in Figure 11.

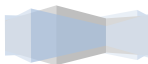


Table 1. Schedule of Development Requirements

Section A Permitted Uses within Existing Buildings to be Rehabilitated:

1. Industrial/Industrial Arts: a place of work for small scale machinists, fabricators, woodworkers, craftsmen, or similar businesses engaged in working with raw materials to create finished products for sale, such as furniture, cabinetry, glass, musical instruments, models, theater sets, food products, or a similar creative , light manufacturing or modern manufacturing use, including persons engaged in the application, teaching or performance of such endeavor, such space shall not include residential occupancy but may include a very limited area for accessory office space (i.e. accessory exclusively to the on-site activity not to an off-site activity) as well as limited toilet and washroom installation. Such uses shall not be subject to any noise performance standards other than required in the Hoboken City Code or state agency regulation, but shall comply with air quality standards applicable to light manufacturing uses.
2. Artist Studio: a place of work for creative professionals, such as an artist, artisan, crafts person, culinary artist, dancer, designer, musician, photographer, videographer, filmmaker or a similar creative or light manufacturing use including persons engaged in the application, teaching or performance of such endeavor; such space shall not include residential occupancy but may include a very limited area for accessory office space (i.e. accessory exclusively to the on-site activity not to an off-site activity) as well as limited toilet and washroom installation.
3. Specialty Services: provision of services related to an area of special expertise, such as electronics, communications, security, audio-video recording

Development Requirement	Section A (122,0330 SF of Land Area)	Section B (6,750 SF)	Section C (10,000 SF)
<u>Minimum, Existing Buildings to be Rehabilitated Uses</u>	140,000 sf (1.15 FAR) 50% of the total square footage shall be for a typical unit size between 1,000 and 6,000 sq. ft. for Industrial/Industrial Arts uses	-	-
<u>Minimum Retail in Newly Constructed Buildings</u>	30,000 sf (0.25 FAR)	3,500 sf (0.52 FAR)	3,500 sf (0.35 FAR)
<u>Maximum Residential</u>	210,000 sf (1.72 FAR)	0 sf	0 sf
TOTAL FLOOR AREA (excluding parking)	380,000 sf	3,500 sf	3,500 sf
Estimated Parking Requirement	309 spaces	0 spaces	100 spaces for Jefferson Trust -
Estimated Allowed Parking	Up to 309 spaces (could be provided on Section B or C if established in a Redevelopment Agreement)	Up to 300 Spaces plus bonus may be permitted per Redevelopment Agreement	Up to 350 spaces plus bonus may be permitted per Redevelopment Agreement
Maximum Height (estimated based on typical 16 ft ground level and average of 10 to 11 ft. per additional story.)	Figures 12-13	Figures 12-13	Figures 12-13
Building Stepbacks	NEWARK ST: 15 ft Stepback after 60 ft above Design Flood Elevation (DFE) and additional 10 ft after 80 ft above DFE. OBSERVER HWY: 10 ft Stepback after 60 ft above DFE. GRAND ST: 10 ft. Stepback after 60 ft. above DFE. May cantilever over entire Upper Plaza after 30 ft. above DFE to compensate.	10 ft Stepback after 60 ft above DFE	10 ft Stepback after 60 ft above DFE
Minimum Outdoor Amenities at grade	40,000 sf	0 sf	0 sf
Maximum Building Coverage at street level	85%	100%	100%
Maximum Dwelling Units Permitted	210 Bonus: 20 workforce units as described in "Building Heights and Stepbacks Subsection".	0	0

studios, entertainment, cinema, or similar fields involving technology or applied sciences.

4. Studios for Design Professionals: such as architects, landscape architects, interior designers, graphic artists, etc.
5. Restaurants/Bars (first floor only).
6. Retail business & services (first floor only; excluding office uses).
7. Urban Farming, Roof Gardens and Green Roofs if the building is determined structurally sound to accommodate.

Section A Permitted Uses within Newly Constructed Buildings:

1. Residential
2. Offices
3. Childcare & other community facilities
4. Restaurants/Bars (first floor & second floor as part of first floor restaurant use or as accessed by Upper Plaza)
5. Retail business & services (first floor & second floor as part of first floor retail use or as accessed by Upper Plaza)

Sections B and C Permitted Uses:

1. Restaurants/Bars (first floor & second floor as part of first floor restaurant use).
2. Retail business & services (first floor & second floor as part of first floor retail use).
3. Parking garage, masked by retail space and façade improvements.

Yards:

1. Front, side, rear: 0 to 5 ft, based on context
2. Build-to Line: Building wall no more than 5 ft from street line.

Pedestrian Access to Interior Courtyards & Plazas:

1. Between Existing & Proposed Buildings: 40 ft. Min. (Newark St.)
2. Through Existing Building: 10 ft. Min.



Figure 8: Quarter mile (5 minute) "Walking Circles" overlaid on municipal, private and transient parking garages, from Hoboken Citywide Parking Master Plan (draft). Neumann Leathers Redevelopment Plan Area outline has been added in blue.

Dwelling Unit Size (Section A Only):

1. Minimum residential unit size: 400 sq. ft.
2. Average unit size – overall to encourage family-sized units: 1,000 sq. ft.
3. Minimum Amount of 3 Bedrooms 10%
4. Average unit size of 3 Bedroom Units: 1,500 sq. ft.

Off Street Parking Minimum Requirements:

1. Residential: 1.0 parking spaces per unit
 - a. Residential parking spaces may be provided in automated or valet park garages.
 - b. Up to 10% of self-park spaces designated for residential tenants may be used to meet the retail parking requirement during the day (9AM to 5PM).
2. Industrial Arts: 1.0 parking space per 1,500 sf
 - a. All parking provided for industrial arts in accordance with this Redevelopment Plan must be self-park spaces.
 - b. Up to 10% of the self-park spaces provided for industrial arts tenants may be used to meet the retail requirement for evening-weekend peak retail tenants such as restaurants.
3. Retail: 1 parking space per 1,000 sf beyond first 10,000 sf in project.
 - a. All parking provided for retail space in accordance with this Redevelopment Plan must be self-park spaces.

It is anticipated in this Redevelopment Plan that a large percentage of retail users will be residents of the redevelopment project and the immediate neighborhood. The retail parking to be provided on-site is intended for destination retail uses such as restaurants and stores that would attract customers from beyond a walking distance (1/4 mile).

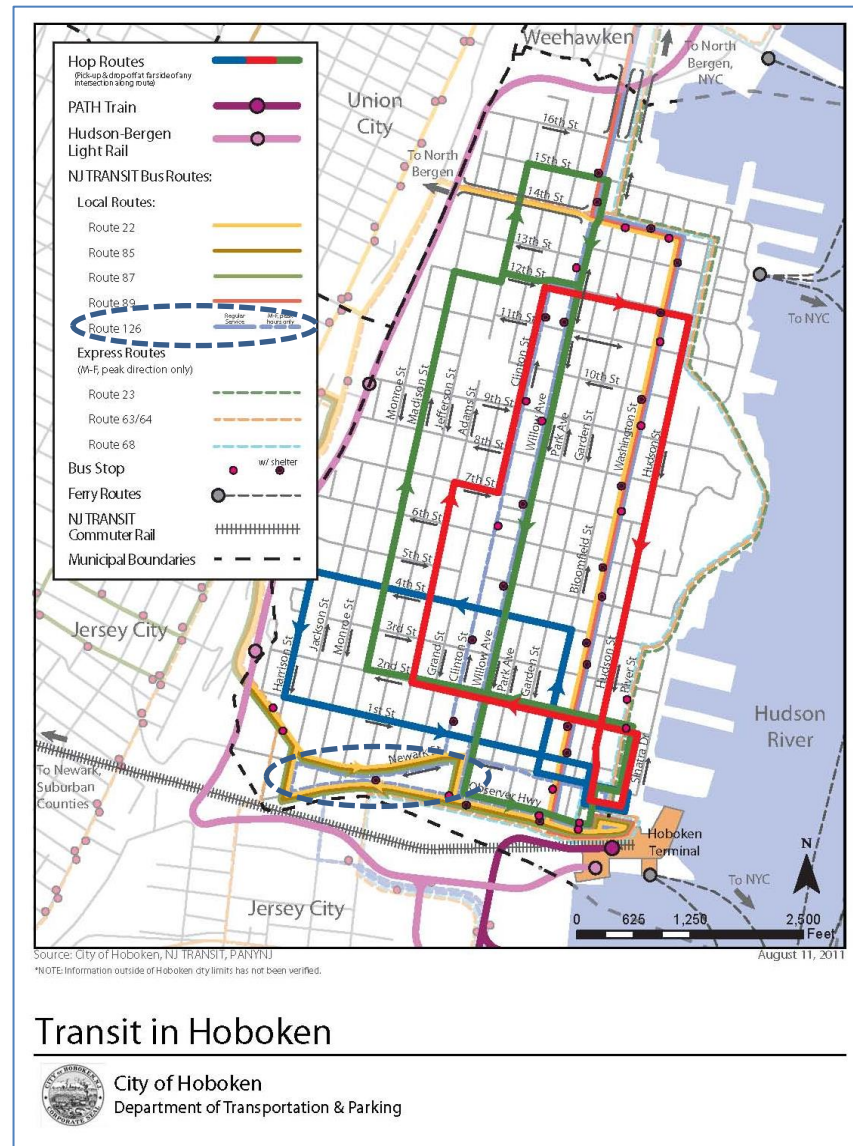


Figure 9: The dashed blue line in legend and on map shows the current route of NJT Route 126, which could be re-routed through the access road through the site to Clinton Street.

Figure 8 shows a map of “Walking Circles” from the ongoing Hoboken Citywide Parking Master Plan with parking garages available to the public

in the southwest and downtown core walking circles. The Neumann Leathers Rehabilitation Area, excluding the rights of way, has been outlined to show its location relative to the Southwest walking circle. The site is also on the edge of the downtown core walking circle. There are 10 parking garages with parking available to the public within the southwest and downtown core walking circles.⁵ It is also recommended as part of this Redevelopment Plan that metered parking on Newark Street be extended

to the project side of Newark Street and Willow Avenue to provide for short term retail parking for the new retail within the Neumann Leathers block.

In addition, the NJ Transit 126 bus passes by both the Observer Highway and Newark Street side of Block 2.1, which provides an opportunity for bus stops on both streets. (see Figures 9 and 10).

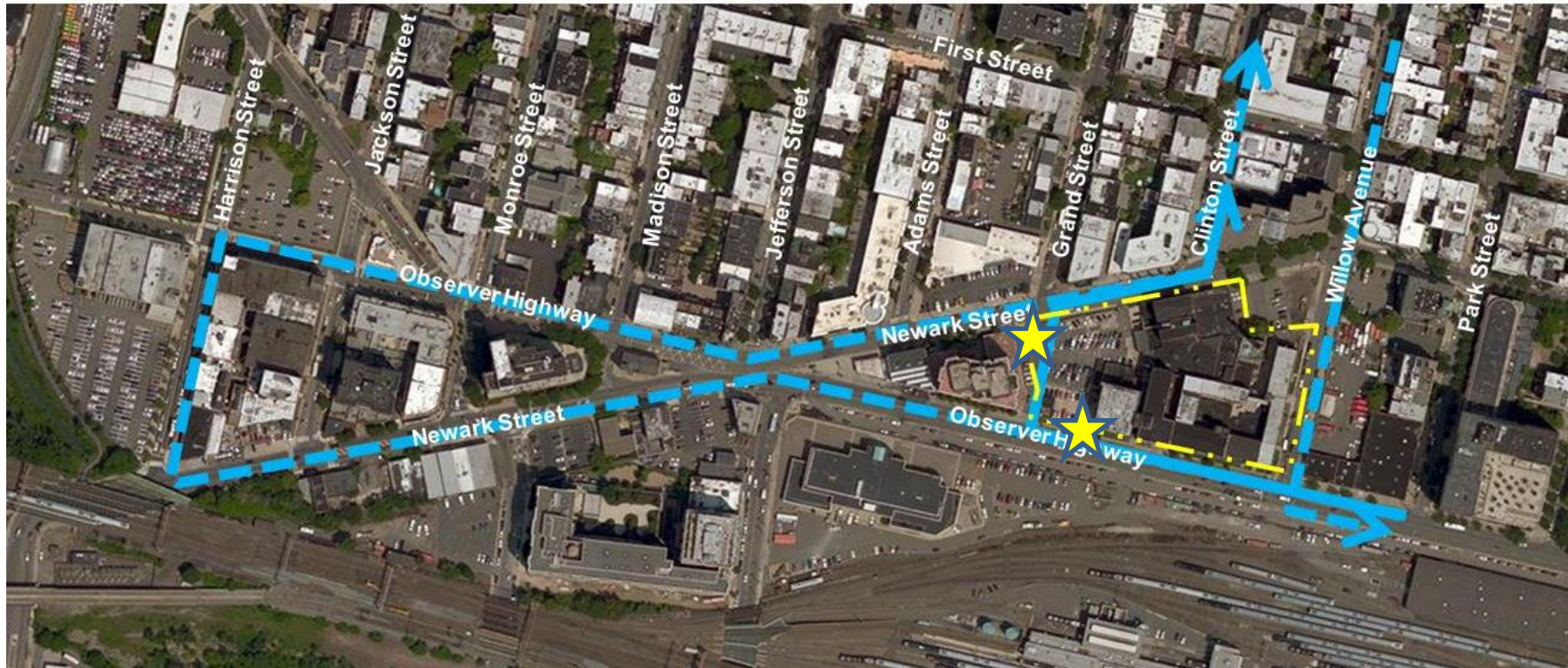


Figure 10: Insert from Figure 9 showing potential for adding bus stops on both sides of Block 2.1 (yellow stars) to access NJT Bus Route 126 (dashed line). The extension of Grand Street through Neumann Leathers parking lot would help restore the street grid for pedestrian and possibly bus mobility, as it will be aligned with the Hoboken Yard Redevelopment Project on the opposite side of Observer Highway (solid line).

⁵ Hoboken Citywide Parking Master Plan, Public Presentation, 1st Public Workshop, June 11, 2014.



Building Height and Stepbacks:

The guidance for the infilling of the Neumann Leathers Rehabilitation Area is depicted in Figures 12 and 13. Figure 12 is the Infill Framework Plan for the portion of the Rehabilitation Area that is privately owned. Figure 11 shows the existing Neumann Leathers buildings to remain. The infill for the 300 Observer Highway portion of the Rehabilitation Area steps up the height and massing of the existing Neumann Leathers buildings to remain (4 stories and 6 stories currently) to a height closer to the adjacent mid-rise condominium buildings across Newark Street at the easterly end of the block. New infill development per the Schedule of Development Requirements shall employ varied building heights, but would be capped at 80' on the Willow Avenue end of the block and 110' at the western edge of the Rehabilitation area. Building heights shall be measured from the Design Flood Elevation as established in the Hoboken Flood Damage Prevention Ordinance. Figure 13 provides the vertical guidance from the cross sections shown in Figure 12. Both figures depict the extension of Grand Street that serves as an access road and provides bus stop locations. Cross Section A-A in Figure 13 depicts the "Lower Plaza" (at grade level), which would be transitioned through steps and ramps to the "Upper Plaza" that can cover the internalized parking that could be accessed from the suggested access road.

The building heights shown represent the cap on building heights, with the existing 4 story Neumann Leathers buildings capped at their current height and the existing 6 story Neumann Leathers building capped at the current height. Infill buildings may be permitted to cantilever over the upper plaza for the depth of that upper plaza, beginning at 30 feet above DFE. Up to an additional 20 feet may be added to the 110 feet of allowable height if needed for the sole purpose to accommodate the bonus of up to 20 dwelling units, so long as those additional units are workforce level housing with rent

restrictions affordable to a household income of 150% of median income, as determined in a Redevelopment Agreement. An additional 10 feet for a penthouse level may be added to infill buildings, only if needed to accommodate maximum square footage or to meet the goal of varied heights and/or a higher retail floor, as agreed to by the City in a negotiated Redevelopment Agreement, such that any allowed Penthouse level on infill buildings must have a 10' stepback from the floor below.

Circulation:

Section A development is to include an extension of Grand Street (see Figure 12) between Observer Highway and Newark Street to continue south-bound traffic flow while providing off-street loading access from the street extension to the infill building. Pedestrian and bicycle amenities are to be provided as part of that extension.

Enhancement of safe pedestrian movement around and through the site is to be provided through pedestrian plazas, as shown in Figure 12.



Figure 11: Existing Neumann Leathers Buildings to Remain

Figure 12: Neumann Leathers Redevelopment Plan Infill Framework Plan



Loading:

The existing loading facilities currently serving tenants within the Neumann Leathers property shall be retained or replaced with suitable loading facilities. New residential and retail development within the block will be required to be designed for sufficient loading and unloading off the street, accessed from the new Grand Street extension, accessible from a service drive located so that it does not interrupt the retail street frontage along Newark Street. Residential and retail loading should be separate from the loading for the buildings to be retained. Not more than two designated loading zones may be permitted along the Newark Street side of the Rehabilitation Area, excluding 301 Newark Street as approved by the Zoning Board of Adjustment and not more than one loading zone permitted along the Willow Avenue side of the Rehabilitation Area, excluding 301 Newark Street as approved by the Zoning Board of Adjustment. Final determination of loading docks and loading zones shall be determined in the Redevelopment Agreements.

Transportation Demand Management

The Neumann Leathers Rehabilitation Area is located in the most transit-rich community in New Jersey and the future redevelopment of the Rehabilitation Area and the surrounding neighborhood will benefit from maximizing the use of transit and minimizing the use of the automobile. Therefore, in addition to careful planning for parking and loading needs of the variety of commercial and residential users of the site, this Plan requires that a Transportation Demand Management (TDM) Plan be developed to incorporate car sharing, bike sharing, coordination with the “HOP” shuttle to the Hoboken Terminal, etc. Reduction in the residential parking requirements may be authorized in the Redevelopment Agreement based on the details of an approved TDM Plan that is incorporated

therein to amend the express requirements set forth in Section 7.2 under Off Street Parking Minimum Requirements.

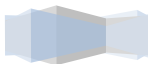
The TDM Plan must include a provision for indoor bike parking and provide bike share stations and car sharing spaces for those programs.

Bonuses, Repair and Relocation:

The designated redeveloper shall upgrade all the major mechanical systems of the existing buildings to be rehabilitated (see Figure 11), including the repair of the windows and facades. The redeveloper shall be required to maintain the rent levels in those buildings required to be preserved per Section 7.2 such that at least 50% of the total square footage is set aside for Industrial/Industrial Arts uses as defined in this Plan. Rents for all tenants in those buildings required to be preserved shall not exceed the regional market rate, and a discounted rent shall be established based on use and unit size as evaluated in a financial analysis, and a resulting rent schedule shall be included in a Redevelopment Agreement. Where relocation of tenants is required, such tenants shall be first relocated on-site if they so wish. The redeveloper shall pay all relocation costs.

Sustainable Building Practices and Green Infrastructure:

This Redevelopment Plan has been based on the LEED for Neighborhood Development Rating System, which has three prongs: (1) Smart Location & Linkage (SLL); (2) Neighborhood Pattern & Design (NPD); and (3) Green Infrastructure & Building (GIB). The SLL prerequisites and credits were developed by the Environmental Defense Council, the NPD prerequisites and credits were developed by the Congress for the New Urbanism (CNU) and the GIB prerequisites and credits were developed by the United States Green Building Council (USGBC).



LEED ND moves beyond the objective of deeming a building “green” because it has been “certified” and evaluates the larger neighborhood of which it is a part. While this Plan does not stipulate that a LEED ND certification be obtained, it does require that either the rehabilitation of the Neumann Leathers building or one or more of the new infill buildings be certified under one of the LEED rating systems, and that at least one principal building achieve a LEED Gold certification. The redeveloper shall be required to utilize a comprehensive approach to sustainable practices for the redevelopment of the buildings, open space and site and a systems approach to improvements, with appropriate consideration of the surrounding area, all of which will be outlined in the Redevelopment Agreement(s).

The LEED ND 2009 Sustainable Neighborhood Development Checklist (Appendix) was used to evaluate the provisions of this Plan as if it were earning points toward LEED ND certification (Stage 2 – Certified Plan). The Regional Priority Credits were inputted on the USGBC website for the Hoboken zip code and the result is shown in the LEED ND Sidebar #2. The LEED ND Checklist was compiled based on assumptions between points that could be earned or are required in this Plan versus points that might be earned as part of the development of a site plan. The LEED-ND Checklist estimates that this Plan would comfortably be certified and could reach the edge of LEED ND Gold to Platinum level of sustainability.

The City of Hoboken, due to its location and design, already satisfies many of the traditional LEED ND Checklist items. In terms of advancing sustainable practices in the City, it is anticipated and expected that the project will go beyond the “Yes” items on the LEED-ND Checklist and incorporate most of the “Maybe” standards. The Plan should be viewed thru the lens of a systems approach, where all of the component parts are interdependent and contribute to the health and success of the whole.

LEED ND Sidebar #2

Regional priority credit lookup

Filter

LEED ND: Plan
v2009
USA, 07030

Rainwater management

GIBc8 | Up to 4 points

Mixed-income diverse communities

NPDC4 | Up to 7 points

Street network

NPDC6 | Up to 2 points

Transportation demand management

NPDC8 | Up to 2 points

Brownfields redevelopment

SLLc2 | Up to 2 points

Housing and jobs proximity

SLLc5 | Up to 3 points

An emphasis should be placed on the major building and site systems (HVAC, Sanitary/Stormwater, energy production/consumption, lighting) and commissioning the building(s) to ensure that they function in the capacity as designed. The on-site infrastructure shall utilize and give consideration to: advanced gray and wastewater systems, living and green walls, green roofs, rainwater harvesting cisterns and rain barrels for irrigation and graywater use; daylighting water /stormwater, constructed wetlands, permeable and porous paving, etc.

Other Plans:

The overall strategy for the improvement and upgrading of on-site and off-site infrastructure should be coordinated with the adjacent redevelopment area plans and addressed in the Redevelopment Agreement(s). Sustainable and progressive green techniques as discussed in the 2010 Master Plan Reexamination Report should be utilized to guide and develop the improvements necessary to address both climate change and stormwater related issues. A comprehensive area and ultimately city-wide approach to stormwater mitigation efforts should be developed. This includes, but is not limited to the following improvements both in the streets and within the City ROW's: stormwater tree trenches, planters, and bump-outs; pervious/porous asphalt and concrete; rain gardens, green roofs, cisterns and rain barrels. Additional harvesting and the creative reuse of waters (gray, storm, waste), should be employed to the greatest extent possible. Sections 7.4.4 and 7.5 provide more detail on this issue.

On-site and off-site improvements required shall comply with any Complete Streets Guidelines adopted by the City of Hoboken.

7.3 Affordable Housing

The development of residential market-rate units as part of a proposed redevelopment project in the Neumann Leathers Rehabilitation Area shall meet the affordable housing requirements of the applicable ordinances of the City of Hoboken. Affordable units equal to not less than 10% of the total proposed residential units shall be provided.

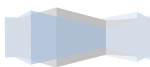
N.J.S.A. 40A:12A-7(a)(6) and N.J.S.A. 40A:12A-7(a)(7) require that a redevelopment plan include (i) as of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all affordable housing units that are to be removed as a result of implementation of the redevelopment plan; and (ii) a plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of the Redevelopment Plan. The following subsections (1) and (2) satisfy the affordable housing "inventory" and "replacement unit plan" requirements of the law.

(1) Inventory of Affordable Housing:

As of October 15, 2014, which is the date upon which the City Council of the City of Hoboken adopted a resolution finding the subject properties to be in need of rehabilitation, there were no housing units (neither market rate nor affordable) in the Rehabilitation Area. The properties within the Rehabilitation Area have been limited to non-residential uses. Thus, zero (0) affordable housing units will be removed as a result of this Redevelopment Plan.

(2) Plan for the Provision of Affordable Replacement Housing:

As zero (0) affordable housing units will be removed as a result of this Redevelopment Plan (see subsection (1) above), there are no affordable housing units to be replaced.



7.4 Flood Damage Prevention

All new construction and substantial rehabilitation shall comply with the Hoboken Flood Damage Prevention Ordinance, Chapter 104 of the Hoboken Municipal Code. A review by the City of Hoboken Certified Flood Plain Manager shall be required prior to submission to the Hoboken Planning Board of an application for development.

7.5 Design Standards for Rehabilitation & New Construction

History: The Redevelopment Plan Area, specifically the Neumann Leathers complex, is a surviving, continuously active industrial site since the 19th century, which remains an important local center of manufacturing and creative enterprise. A tribute to the relevance of the existing plant is the intact nature of the site and structures. The character of the site is perceptible, based on a collection of historic buildings and built elements, materials, spaces, construction techniques, scale, rhythm of features, and numerous other tangible elements and qualities (Figure 14). Realization of planning goals will require practical consideration of such character and protection of this invaluable place, which gives evidence to Hoboken's long history of industry in proximity to the waterfront and rail yards, as well as the continued and vital transformation of a shared industry and arts legacy.

Guidelines serve to ensure that the character of the site and historic industrial built elements, in their authentic form, will be protected for future generations through preservation, rehabilitation and improvement. All architectural and site design, as well as the design of site elements including signage, lighting, site furnishings, etc., shall be submitted for review at conceptual, preliminary and final stages with appropriate levels of detail to demonstrate compliance with the spirit, intentions, and requirements of the Redevelopment Plan and these guidelines; final

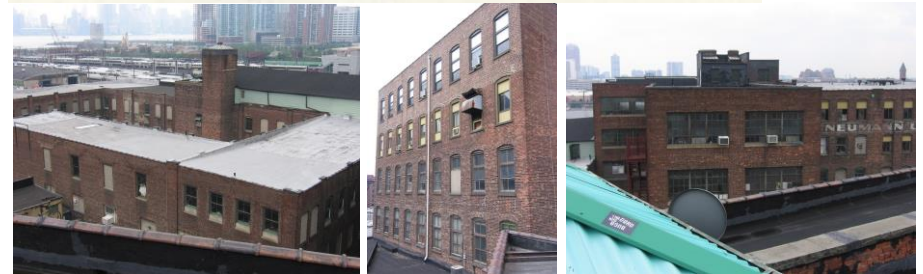


Figure 14: Historic and current images of Neumann Leathers Complex

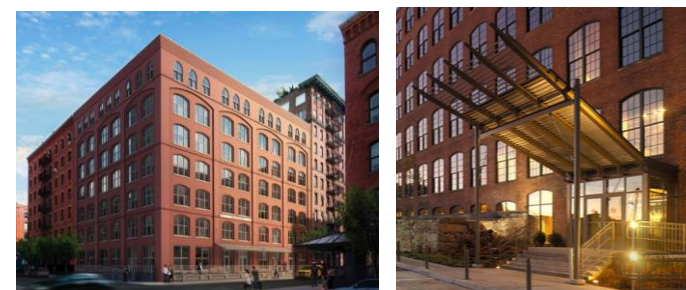


Figure 15: Examples of contextual responses

submission shall incorporate the results of review comments prior to approval of a Redevelopment Agreement.

Compatible Design: Redevelopment planning seeks to stabilize the unique historic industrial environment, as well as the economic environment. New permitted uses including retail , may be incorporated both in adaptive reuse of existing structures and in new construction. Residential use may be incorporated only where specifically noted in this Redevelopment Plan. The coexistence of varied use will add vitality and livability to the site. Required compatibility will allow new buildings to coexist in aesthetic and spatial harmony with existing structures without destroying character or impeding industry (Figure 15).

Infrastructure The Plan requires the retention of a majority of existing industrial buildings and structures (Figures 11 and 16), enhancement of safe pedestrian movement around and through the site, enhanced access, promotion of flexible use, accommodation of new construction, and creation of more open, environmentally sustainable, and accessible multi-purpose public space. To accomplish an open site, parking will be located in buildings or below raised plazas at new construction. Selective demolition will be limited to removal of infill buildings, principally of wood construction, at the interior of the site, and shall be reviewed in conjunction with design proposals in negotiating Redevelopment Agreements. Infrastructure improvements, including landscaping, hardscaping and pedestrian amenities shall be integrated with the existing built fabric.

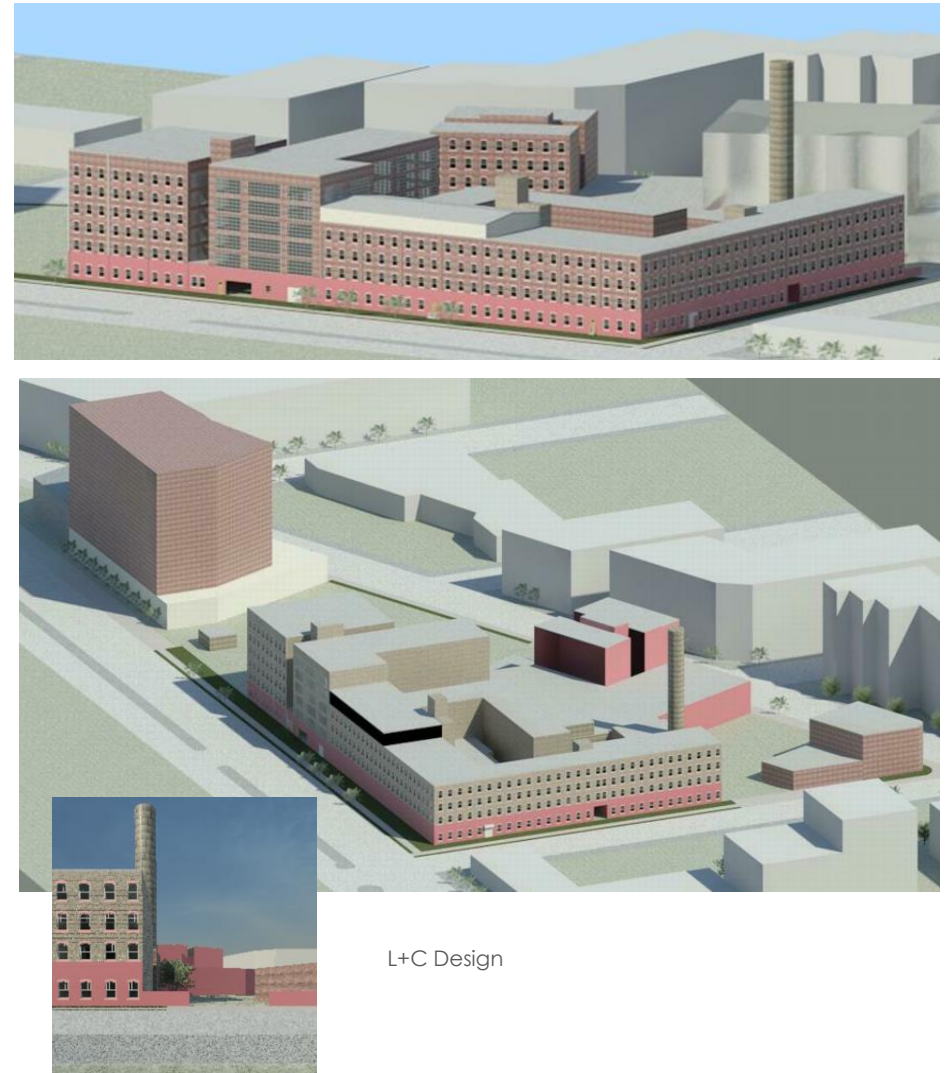
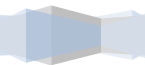


Figure 16: Renderings of Existing Buildings /Site



7.5.1 Guidelines for Buildings, Structures and Related Elements

The Neumann Leather complex offers opportunities, through rehabilitation, adaptive reuse and sensitive redevelopment, to support a sense of place and history, enrich civic pride and develop collective memory. Strategies include:

1. Guiding Principles

- a. Retain and preserve industrial structures and original elements (Figure 17);
- b. Protect and enhance historic industrial character; and
- c. Provide quality new development incorporating materials, scale, rhythm, form and detail which respect, echo, and complement original built fabric and character.

2. Requirements for Rehabilitation

- a. To encourage the industrial and fine arts, incorporate the following in the rehabilitation of existing buildings:
 - i. Provisions for extra power shall be provided in all leased spaces, with a minimum 100 amp service and at least one 220 volt outlet per unit.
 - ii. A work sink or rough-in plumbing for same shall be located within every work space.
 - iii. The rehabilitation of all leased spaces shall accommodate sufficient storage and disposal of toxic or flammable materials.
 - iv. The rehabilitation of the existing Neumann Leathers buildings shall include an HVAC system with a separate air in-take and out-take mechanism.
 - v. Interior and or exterior space shall be made available for exhibition of work and interaction between tenants and unit owners.
 - vi. Opportunities for shared storage areas or lofts for all tenants shall be considered.



Figure 17: Historic Industrial Structures and Original Elements

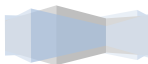
- vii. During rehabilitation of the Neumann Leathers buildings, leasing units that are available for lease by industrial or fine arts tenants shall be kept “raw” or unfinished to enable fit-up for a wide variety of potential tenants and adaptable for such users as ceramicists, welders and photographers who typically require special physical structures and equipment support.
- viii. Flooring in rehabilitated Neumann Leathers buildings shall be of durable construction suitable for industrial arts users.
- ix. Industrial arts and fine arts units and common areas within the Neumann Leathers buildings shall be rehabilitated so that power up-upgrades are readily available for existing and new tenants, and data ports are available to enable sharing of business equipment.

3. Requirements for Historic Preservation of Buildings/Facades

- a. The historic industrial character of the complex, all buildings and built components shall be protected and enhanced.
- b. Preservation shall be the primary guiding principle for rehabilitation of existing buildings, structures, and site.
- c. Remove sheds and structures that have been added to the original factory buildings or to the site over time but detract from the historic or architectural integrity.
- d. Materials shall be carefully selected which are historic period appropriate.
- e. New construction shall be complementary in scale and detail to existing buildings including story height, material, size and rhythm of window and door fenestration.
- f. Maintenance and Preservation and Repair-in-kind shall be the accepted method of Rehabilitation of all existing buildings and structures. US Department of Interior *Standards for Rehabilitation* [<http://www.nps.gov/tps/standards/rehabilitation/rehab/stand>] describe acceptable means and methods and shall be considered requirements to all Preservation and Rehabilitation activities.
- g. Existing buildings and structures to be retained shall be preserved and rehabilitated in accordance with standards referenced above.



Figure 18: Primary points of entry to all uses shall be clearly identifiable and material treatment and detailing shall be appropriate and differentiated for each use. Scale shall address pedestrians. Transoms and sidelights, porticos, awnings and canopies can be used to express an industrial aesthetic and unique architectural quality, as shown in these examples to the right, as compared to existing conditions shown to the left.



“Demolition by neglect” is not permitted.

- h. Industrial elements and historic components which define the practical and historic use of the site shall be retained and preserved including but not limited to smokestacks, vents, fire escapes, loading docks, original sliding warehouse doors, roof mounted structures, water tower, hydrants, hardware, signage (including all painted and ghost signs), and other defining architectural features (Figure 22a).
- i. Retain framing structures and other original built elements, even if no longer in use, to the greatest extent possible for continued service or as interpretive features to describe and mark the history of use.
- j. No building in part or whole and no historic built element or feature shall be demolished unless determined to be necessary and authorized by the Redevelopment Entity in the Redevelopment Agreement.
- k. An appropriate penalty shall be addressed in the Redevelopment Agreement for any unnecessary or unapproved demolition or construction activities that negatively impact continued occupancy of existing tenancy in existing buildings to remain per the Redevelopment Agreement.
- l. Building materials typical to the historic period of the original Neumann Leathers structures shall be used including brick masonry, bluestone, limestone, metal, glass, wood, concrete, and steel. New materials must be consistent in nature of equal or greater quality, used to complementary and compatible affect. No stucco or Exterior Insulative Finishing Systems shall be utilized. Design of new elements with approved materials shall creatively reinforce and interpret historic industrial character.
- m. Rehabilitation and preservation practices shall not damage existing facades, and shall comply with referenced standards and current code requirements. All materials, including brick and mortar used for rehabilitation and repair shall match original in color, material, texture, dimension, profile and all visual and material aspects. If replacement windows are required, replacement in kind with original materials is optimal, however replacement windows may be allowed, if consistent with the visual effect of original windows,



Photo: San Antonio



Figure 19: New facades shall clearly articulate massing compatible to the existing plant, and utilize progressive setbacks which respect adjacencies and diminish the effect of heights greater than existing structures, when viewed by pedestrians. Setbacks in interior courtyards shall be provided to expand the experience of the sky and reduce shadow effect. Setbacks can be articulated with simple banding or cornices.



in terms of profile, dimensions, and configuration. In existing or new windows, provide clear transparent glass (restoration glass is preferred but not required).

- n. Do not paint unpainted masonry. Comply with standards when removing paint or cleaning brick with only gentle non-abrasive methods. Use sacrificial mineral based waterproofing only if there is evidence of severe water penetration in the brick.
- o. Blocked window openings shall be uncovered and outfitted with new windows to match original windows in material profile and configuration based on historic documentation. Restoration of original window and door openings is required to the maximum extent feasible. Alteration of window openings or loading docks shall be considered with Planning Board approval when required for effective adaptive reuse of existing structures and for compliance with the Uniform Construction Code and the Americans with Disabilities Act.
- p. As rehabilitation may encompass façade restoration including window and lintel replacement, building system and life and safety upgrades, and structural repair, phasing is a reasonable approach to compliance with redevelopment goals to maintain active tenancy.
- q. Interior spaces, and the elements within them, add to the industrial historic character, and as such shall not only be retained in so far as possible, but shall also guide new development. These features include high ceilings, open bays, exposed structure, unadorned window openings, railings and stairways of simple exposed metals, cranes and industrial out-fittings, timber and concrete framing.
- r. New building design shall be compatible with, but not replicate, historic fabric and shall include: Facades of rational composition that respect and complement original industrial facades; Massing which respects adjacent structures and utilizes setbacks for stories higher than existing buildings, as set forth in bulk requirements to reduce any impact on existing fabric or the experience of the



Figure 20: Buildings of mixed use should articulate change in use primarily in the treatment of fenestration, signage and awnings.

pedestrian; Roof shapes with flat or simple forms to complement existing flat roofs; windows and doors that complement original historic features and which reflect the regular rhythm of fenestration found in existing structures; screening of new rooftop equipment; sustainable design including engineered green roofs and terraces; door hardware, railings, and lighting fixtures of finish and style appropriate to the character of the site; wood and steel configurations scaled to and compatible with industrial references (Figures 18 - 20).



- s. New buildings shall be designed with each facade treated as a front facade. Architectural materials shall be consistent on all sides of the building. The use of substitute material on secondary facades will require planning board approval.
- t. At new buildings, window fenestration shall be regular and rhythmic, with proportions that are compatible with existing industrial fabric, with operable windows. Strip windows are not permitted. The bay configuration of the upper façade shall be reflected at the street or plaza/courtyard level for vertical organization of the façade. Storefront glazing shall be limited to retail and commercial use which fronts the street or interior courtyards and plazas.
- u. Utility rooms may occupy no more than fifteen (15%) percent of any single facade.

7.5.2 Guidelines for the Site

Comprehensive site design and appropriate selection of materials for site rehabilitation and new improvements are important in reinforcing the historic industrial character of the complex. The Plan requires improved streetscapes along municipal frontage; new circulation patterns to allow for safe and welcoming pedestrian access, and clear delineation of pedestrian and vehicular circulation; expanded and flexible use of new interior site courtyards and plazas which support varied coexisting uses. Design strategies shall address both the practical working requirements of Industrial/Arts use and new residential and commercial use.

1. Guiding Principles

- a. The preservation and enhancement of the historic character of the site.
- b. Provision of visually pleasing, inviting, and safe pedestrian circulation.
- c. Provision of clear delineation between vehicular/ loading access and pedestrian access.



Figure 21: The Observer Highway site frontage shall be streetscaped similarly to the top images above, while interior spaces shall be designed for active pedestrian and public use in a way that will invite the neighborhood to engage the site, as shown in the middle and lower images above.

- d. Provision of expanded flexible, varied outdoor open space, covered courtyard space, and landscaped green space at grade levels and at roof and balcony levels.
- e. Site improvements shall incorporate and support bicycle use and public transit.
- f. Plaza areas shall incorporate permeable materials and/or stormwater retention or detention systems.

2. Requirements

- a. Original historic features shall be preserved, replaced-in-kind, and be retained or relocated for continued use or creative interpretation.
- b. Materials and finishes shall be consistent with historic context.
- c. Historically appropriate materials such as brick, bluestone, cobblestone, concrete and steel shall be utilized for site walls, stairs, ramps and pavement. Materials which aid in stormwater management may also be appropriate, when compatible and well integrated.
- d. Provide well lit, secure pedestrian access along interior site pathways and pathways to interior frontage.
- e. New street furnishings, lighting, awnings and signage, etc., shall be compatible with the historic character of the site in design, materials, color and scale. Loading docks, alleys, remnants of rails, and other historical features shall be preserved in place or expressed in rehabilitated conditions.
- f. Provide creative use of materials to provide pedestrian scale in the texture and form of hardscape and softscape, in pavement, trees and plantings, amenities, (e.i. transit shelters, site lighting, benches, bicycle racks, furnishings, planters, bollards, waste receptacles, etc.,) along all municipal street frontages to protect and enhance safe and pleasant pedestrian movement and in the interior site as appropriate. Street trees shall not obscure entryways. Existing wide planting strips along Observer Highway

shall be enhanced to provide a variety of attractive plantings and pedestrian amenities

- g. Maintain and improve original building entries and clearly define primary points of access and use. Clearly delineate loading areas and truck access. If Industrial/Arts access is shared with pedestrian access at loading docks, provide guardrails and other safety improvements. All pathways shall incorporate measures for pedestrian and vehicular safety, such as scored surfacing or a change to the material in the sidewalk in front of loading zones, vehicular crossings, etc, and shall comply with State and Federally mandated ADA requirements.
- h. All existing paved areas are to be redesigned and improved to meet Plan requirements for open space. Retain or reuse original historic materials that are uncovered during construction as appropriate and applicable.
- i. Demolition shall be selective and limited for the purposes of accommodating adaptive reuse, new construction, areas of expanded, shared and flexible site improvements and enhanced public access.
- j. Open space in courtyards shall be provided with park like features for shade and passive enjoyment, support for new commercial activity, play space and flexible gathering and event use.
- k. Outdoor plazas and courtyards shall be generally available to for public use during reasonable hours to be established in the Redevelopment Agreement. Such outdoor spaces shall be designed to function as outdoor “rooms” and accommodate the display of public art and incorporation of one or more sculpture gardens for display of resident artist work. At a minimum, the Lower Plaza as shown in Figure 12 shall be established as a public walkway through an access easement with reasonable provisions for security as stipulated in the Redevelopment Agreement.
- l. Rooftop gardens are encouraged as an integral part of both the system of private and public open space and 50% of all flat roof surfaces shall be designed as a rooftop garden, green roof, or



vegetative rooftop. Such rooftop open space shall be equally distributed between public and private users.

7.5.3 Signage

Existing historic signs contribute to the character of the complex and shall be maintained and preserved; new signage shall respond to context in compliance with municipal regulations. A signage plan for the entire site is to be submitted for review by the City and included in the Redevelopment Agreement(s).

1. Guiding Principals

- a. Preserve historic signage
- b. Respect historic context; utilize historically appropriate materials
- c. Reinforce pedestrian scale
- d. Avoid sign clutter
- e. Encourage involvement by resident artists in signage design

2. Requirements

- a. Signs are an element of planning and design review and shall comply with municipal standards.
- b. Historic signs, such as 'ghost signs' or other signs characteristic of the complex's historic past, shall be maintained, preserved and repaired in kind if disturbed by required building rehabilitation.
- c. New signage shall comply with municipal standards but shall be fabricated in materials and styles consistent with and compatible to the historic industrial character of the site.
- d. Resident artists shall be consulted by the redeveloper for creative signage concepts and the Planning Board may approve such signage in lieu of strict application of City signage standards.
- e. No new signage shall obscure historic features.
- f. Signs shall not be internally lit and shall employ historically appropriate and compatible glare free lighting

- g. New directional signage and public signage shall comply with the City of Hoboken adopted Wayfinding Signage Guidelines.
- h. Interpretive signage shall be provided in plazas that recalls Hoboken's industrial heritage and prior uses of the site.
- i. An art element or sign acknowledging that this is a building supporting the arts shall be incorporated into the site.



Figure 22a: Historic signage is a valuable asset to be retained and preserved.



Figure 22b: New signage should express the historic industrial character of the site in materials and design.

7.5.4 Sustainability

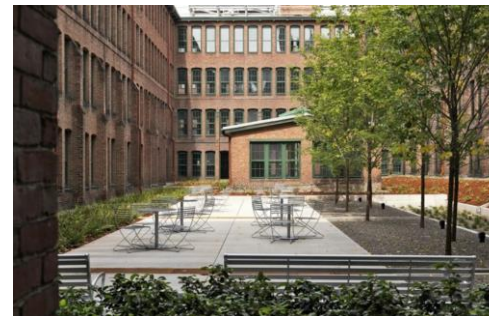
Environmentally conscious strategies and preservation of historic buildings reduce the consumption of resources and support municipal policies for sustainability.

1. Guiding Principals

- a. Retain and rehabilitate existing Neumann Leathers buildings.
- b. Provide new construction for buildings and structures that advance high performance reduction in energy use and address sustainability in all aspects of design.

2. Requirements

- a. Design for rehabilitation and redevelopment shall be consistent with referenced standards and LEED for Neighborhood Development Sustainability Checklist appendix, shall address reduction of wastewater and storm water, and shall address prerequisites and contain strategies for obtaining minimal credits—such as: Certified Green Building, Minimum Building Energy Efficiency and Innovation Credits.
- b. New construction shall incorporate the use of salvaged materials, recycled materials, regionally produced materials, renewable materials, materials with low or no VOCs in accordance with referenced standards.
- c. Design shall incorporate appropriate areas for collection and storage of recyclable materials and refuse.
- d. Parking garage areas shall accommodate alternate energy vehicles and secure bicycle racks. Bicycle racks shall also be located in open site areas convenient to primary entries. Weather protection/shelters shall be provided as integrated site elements, to support public transit.
- e. New infill construction and substantial rehabilitation of existing buildings shall incorporate potable water conservation standards, to include, at minimum, the use of captured rainwater for irrigation and the use of low-flow plumbing fixtures.



*“The greenest building is ...
one already built.”*

Carl Elefante, National Trust

Figure 23: Green roofs and Green terraces shall allow for a variety of rooftop gardens and vegetated rooftops, in addition to utilization of balcony planters. A complete roof system (waterproof membrane, root barriers, drainage provisions, filter matting, soil, plants and mulch) should enable and protect plant growth and with minimal irrigation integrated into a rainwater collection system.



7.6 Design Standards for Green Infrastructure

As is common in many older cities, the existing sewer collection system in Hoboken handles both stormwater and sewage in the same pipes, and is known as a combined sewer overflows (CSO) system. When it rains, the volume of stormwater falling on exposed surfaces and running into storm inlets is added to the sanitary sewer aspects of the system and eventually fills the pipes to a greater capacity. As a result, some of this sewage-stormwater can be discharged directly into local waterways through an overflow system.

One of the major goals of stormwater management is an attempt to retain and / or infiltrate the first 1" inch of rainfall in the immediate area. This can be achieved by numerous methods to integrate green streets concepts into the redesign of urban corridors and spaces, and to improve infrastructure sustainability and assist the regional utility authority in their attempt to reduce peak stormwater flows into the combined system. This includes using a variety of applications from, underground storage to green roof structures, to divert and reduce the volume of stormwater flowing initially into the system.

As stated earlier; the intent is that the Plan as implemented shall result in the property retaining rather than increasing stormwater runoff from the site, lessening site and localized flood conditions;

with remediation of the site to the extent necessary. As outlined in Objective 2 of Goal 5 of this Plan under Section 4.2, the intent is to reduce stormwater runoff and mitigate against flooding by incorporating green infrastructure as well as vegetation to the greatest extent within and around the development, including along sidewalks, rooftop gardens, green roofs and walls, decks, and in the courtyards and open spaces.

The first step is to investigate the ability of the area to support stormwater management initiatives and techniques in conjunction with the improvements associated with redevelopment. This provides an approach that incorporates green infrastructure design standards that can be fully integrated with the redesign of the entire area.

The planning process must include an evaluation of the existing sewer utilities throughout the designated area, and an evaluation of the ground's ability to store or ultimately to infiltrate runoff within the existing Right of Ways and adjacent properties. The use of Test Borings and percolation testing should be done within any project area to determine both the current conditions of the subgrade material and the potential to provide storage and infiltration.

Redevelopment and rehabilitation areas are generally in the lower elevation portions of the City, and previous investigations have indicated little to no ability of the subgrade to provide storage and infiltration. Therefore, new redevelopment projects, street reconstruction and park design will need to provide storage volumes through methods such as green roof applications and surface and subsurface storage systems in cisterns or stone trenches capable of slow release of stormwater back into the CSO system at non peak flow times.

The following are general design criteria and methodology to be used to determine the volumes to be addressed, and the ability of an area to support green infrastructure and to provide for effective stormwater management.

Methodology

It has been the intent of most green stormwater systems to evaluate the possibility of intercepting the initial 1" to 1 ½" of rainfall, and divert it to an alternative drain system that can infiltrate and / or store the potential runoff.

Current design standards encourage the introduction of innovative approaches as to how this can be achieved, but have generally led to the installation of green roof systems, combined with porous and pervious surface systems, which include rain garden areas, shade trees and landscaping to mitigate stormwater prior to it reaching the existing inlets to the CSO system.

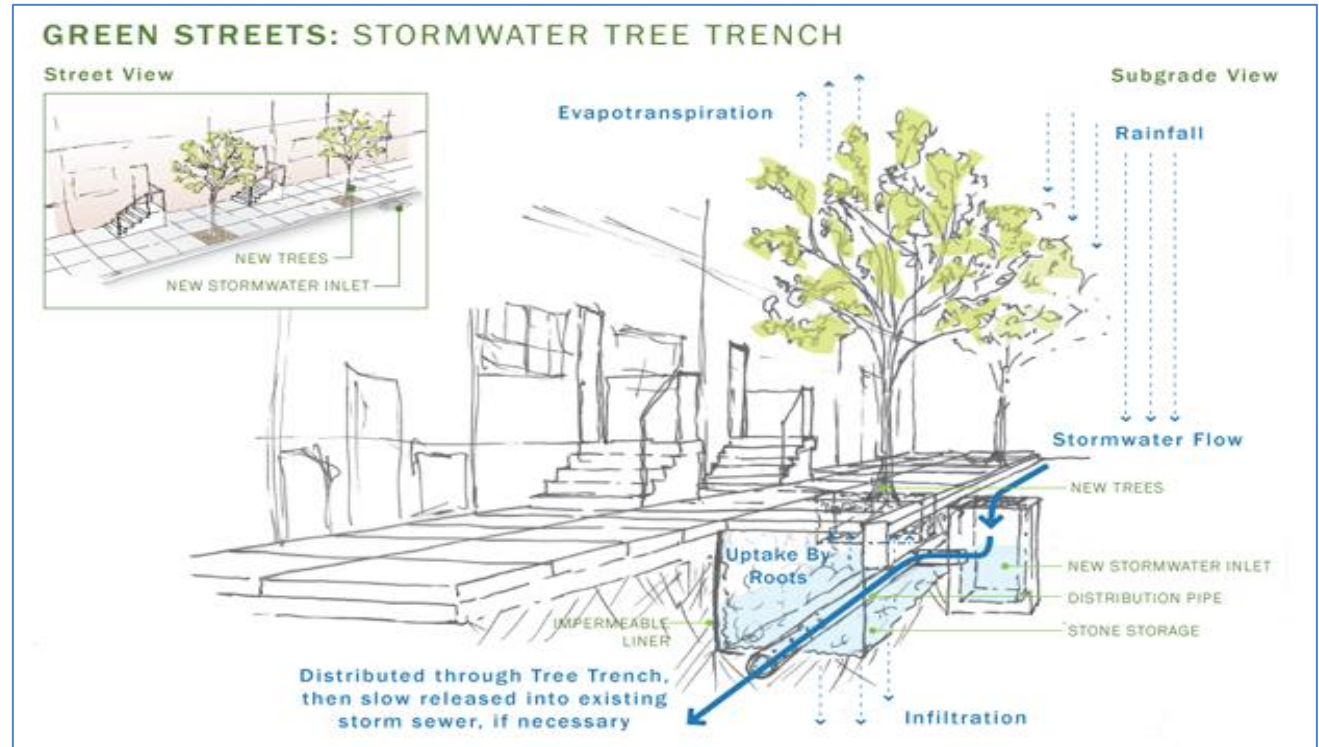


Figure 24: Sketch of "green" trench design for intercepting stormwater.

These standards encourage the introduction of green inlets, which can capture water for distribution to a trench stone or other manufactured drain system, such as, storm crates, upstream of existing City inlets (which are connected to the citywide CSO system), to divert and intercept runoff.

As illustrated in Figure 24, the general idea is to intercept rainfall and to develop sufficient systems for storage and potential reuse of the stormwater rather than or prior to discharge into the CSO system.

Typically the calculations have been based upon the capacity of any given area to handle volumes generated by a 1½" storm event, but for planning purposes both 1" and 2" events should be considered by the following formula:

SF impervious x rainfall = cf to be mitigated:

Amount of square footage of impervious area (sf) to be mitigated x rainfall amount (1" = 0.083, 1½" = 0.125, 2" = 0.166) equals cubic feet (cf) of stormwater to be retained and handled by the green infrastructure.

General Infiltration / Detention Guidelines

- Infiltration testing must be completed for all green stormwater facilities.
- Underdrains are installed in all systems.
- Underdrains shall connect to a control structures/orifices in systems with a measured infiltration rate of less than 0.25 inches per hour or if the storage bed would not drain within 72 hours.
- Systems should be lined and underdrained if there are any geotechnical or contamination issues that contraindicate infiltration.
- Infiltration loading ratios (drainage area to infiltration area) should be minimized to the maximum extent feasible. The target for green applications should be 10:1, but higher loading ratios can be evaluated on a case by case basis.
- The maximum effective head on an infiltration system should not exceed 2 feet. Effective head is calculated as the depth of storage divided by the void ratio of the storage material.
- Due to high water tables and poor soil types, the systems in this area will most likely be designed as drain through systems which will allow the water to be held and used for watering the plant material, and remainder to be slowly released into the corner storm drains. The addition of tree pits in areas with Shade Trees will be strongly recommended as a means to attenuating additional water.

General Design Constraints and Recommendations

- A 5' distance should be maintained from any telephone poles or other large poles (street lights, etc.).
- Excavation should not occur within the dripline of existing trees.

- Whenever possible, systems should be located directly upstream from existing inlets.
- A recommended 3' should be maintained from the right-of-way line.
- Systems should not cross sewer laterals. For infiltration systems, 3' should be maintained between systems and sewer laterals. For detention / slow-release systems that include an impermeable liner, adequate trenching width should be maintained.
- Infiltration systems should be at least 10' from buildings.
- Over the length of the trench, it is desirable to maintain less than 1' of elevation change.
- In general, trenches should be no more than 4' deep at the low (shallow) end.
- A perforated distribution pipe should run the length of the system. This pipe should typically be 8" in diameter, but can be larger to achieve greater storage. The distribution pipe should be sloped toward the inlet at 0.5%.
- A perforated underdrain pipe should be included in all designs. This pipe is normally 8" in diameter. This pipe should extend for 20' within the trench where possible.
- Water stops should be included for all pipes that enter and exit systems or sections of systems.
- Clean-outs should be included every 100' and at the end of all pipes.
- Orifices for slow-release / detention systems should not be less than 0.5" in diameter.
- One observation well should be included per system.
- Sufficient cover should be maintained on all pipes.
- The soil in tree pits should be a minimum of 3' deep from the sidewalk elevation.

As stated in Goal 3 of this Plan under Section 4.2, the Plan hopes to integrate the Neumann Leathers block into the immediate neighborhood as a "hub" and provide adequate public open space on the ground level within the interior of the complex, and to

provide interior plazas and/or courtyards to be used for public open space and pedestrian circulation. Every attempt should be made to utilize these newly created open spaces to incorporate stormwater management and potential water reuse in a meaningful and sufficient way.

8.0 Implementation

8.1 Redevelopment in Accordance with the Plan

In order to implement the overlay zoning set forth in this Plan, a redeveloper must be designated by the City. Repair, rehabilitation and redevelopment will take place as described in this Redevelopment Plan. The designated redeveloper(s) shall adhere to the parameters for redevelopment presented in this Redevelopment Plan and refine the design concepts presented therein in developing a unique and high-quality project proposal. Once a conditional redeveloper is selected by the City, the City and the conditionally designated redeveloper will undertake to negotiate a Redevelopment Agreement with the City as set forth herein.

8.2 No Private Property to be Acquired by Condemnation

This Redevelopment Plan encourages the owners of private properties situated within the Rehabilitation Area to apply for designation as a redeveloper in order to carry out redevelopment in accordance with this Plan. With the consent of the property owner, a contract purchaser may apply for redeveloper designation. As this Plan is based upon an Area In Need of Rehabilitation designation, Section 15 of the Local Redevelopment and Housing Law generally provides that the redevelopment powers are available with the

adoption of a redevelopment plan, except for the power to take or acquire private property by condemnation in furtherance of a redevelopment plan, and enter into a financial agreement to approve long term payments in lieu of taxes (PILOTS). Therefore no private property is identified for acquisition other than through private sale between a willing buyer and seller.

8.3 Other Actions by the City in Furtherance of the Plan

Other actions may be taken by the City to further the goals of the Plan. These actions may include, but shall not be limited to, provisions for public infrastructure necessary to service new development and vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for such actions shall be borne by the designated redeveloper(s).

8.4 Role of City

The City of Hoboken acting as the Redevelopment Entity will be solely responsible for the implementation of this Redevelopment Plan as set forth below.

8.5 City Designation of Redeveloper - Redevelopment Agreement

Anytime the word “developer” is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that are to be designated by the City of Hoboken in accordance with this Redevelopment Plan.

Only redevelopers designated by the City may proceed to implement the redevelopment projects set forth in this



Redevelopment Plan. In order to assure that the vision of the this Redevelopment Plan will be successfully implemented in an effective, comprehensive and timely way, and in order to promptly achieve the public purpose goals of the Plan, the City, acting as the Redevelopment Entity, will select the redeveloper(s) in all areas governed by this Redevelopment Plan.

All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by the City. The procedural standards described here will guide redeveloper selection. The City, acting as the Redevelopment Entity may, at any time, entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more parcels. A prospective redeveloper will be required to provide a Pre-Submission Form to the City including information that specifies their qualifications, financial resources, experience and design approach to the proposed redevelopment project and compliance with the City Pay to Play Ordinance. The selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the City as deemed appropriate to the particular project sites.):

- Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of dwelling units, if any, retail and or commercial uses, parking, traffic circulation, flood mitigation, landscaping, recreation space, construction schedule, including estimated pre-construction time period to secure permits and approvals, and other elements are consistent with the objectives and standards of this Redevelopment Plan.
- Documentation evidencing the financial responsibility and capability of the proposed redeveloper with respect to carrying out the proposed redevelopment including but not limited to: type of company or partnership, disclosure of ownership interest, list of

comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, financing plan, and financial profile of the redeveloper entity and its parent, if applicable.

After the evaluation of the Pre-Submission Form, the City will consider the execution of a Conditional Designation and Interim Cost Agreement to establish a period of exclusive negotiations and the deposit of funds with the City to defray the costs incurred by the City in the effort to negotiate a Redevelopment Agreement.

The following provisions regarding redevelopment are hereby included in connection with the implementation of this Redevelopment Plan and the selection of redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

- The redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan and shall comply with all the terms and obligations of the Redeveloper Agreement.
- Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any redeveloper agreement, lease, deed or other instrument shall remain in full force and effect.
- The Redevelopment Agreement(s) shall include a provision that requires the redeveloper to provide, at a minimum, all inclusionary affordable housing as is required by operation of law, including but not limited to the requirements as set forth in City Ordinances.
- The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the

redeveloper(s) and any other provisions to assure the successful completion of the project.

- The designated redeveloper(s) shall be responsible for any installation or upgrade of infrastructure as set forth in Section 8.11.
- All infrastructure improvements shall comply with applicable local, state and federal law and regulations. All utilities shall be placed underground.
- In addition to the provisions set forth herein, the Redevelopment Agreement may provide that the redeveloper(s) will agree to provide amenities, benefits, fees and payments in addition to those authorized under the Municipal Land Use Law. Nothing in the Plan shall limit the ability of the City to negotiate a Redevelopment Agreement with the conditionally designated redeveloper that requires that the redeveloper will provide benefits and amenities for the City that do not directly relate to the needs generated by its redevelopment projects. The Redevelopment Agreement between the City and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds, parent guarantee, or other acceptable performance security) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project.

8.6 Approvals Process

This Redevelopment Plan changes the process by which approvals for the development of land are typically granted. For a typical development application, a property owner submits plans and an application to the Planning Board or Zoning Board of Adjustment, and the board schedules a hearing on the application. However, in order to comply with this Redevelopment Plan and to maximize the effectiveness of the review process, the following procedure will be followed:

City Review

The City acting as the Redevelopment Entity shall review all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant Redeveloper Agreement(s). Such review shall occur prior to the submission of an application for approval of the redevelopment project(s) to the Planning Board. As part of its review, the City may require the redeveloper(s) to submit proposed site plan applications to the City or to a subcommittee organized by the City Council prior to the submission of such applications to the Planning Board. Such subcommittee may include members of the City Council and any other members and/or professionals as determined necessary and appropriate by the City. Such subcommittee shall make its recommendations to the Mayor and Council. In undertaking its review, the City shall determine whether the proposal is consistent with this Redevelopment Plan and relevant Redeveloper Agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Plan.

Planning Board Review Process

After the City Review process noted above is completed, all development applications shall be submitted to the City of Hoboken Planning Board through the normal site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et seq. The Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the City as a redeveloper(s), a Redevelopment Agreement has not been fully executed and the project plan has not been reviewed and approved by the City. Additionally, the Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan



incomplete if the applicant has not received approval from the City or any subcommittee that it may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

Variances Not to be Considered

Neither the Planning Board nor the Zoning Board of Adjustment shall grant any deviations from the terms and requirements of this Redevelopment Plan, including the granting of any “c” or “d” variances. Any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the City Council in accordance with the procedures set forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

Easements

No building shall be constructed over a public easement in the Rehabilitation Area without prior written approval of the City of Hoboken.

Site Plan and Subdivision Review

Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements within the Rehabilitation Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Hoboken Planning Board. Any subdivision of lots and parcels of land within the Rehabilitation Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement, and the subdivision ordinance of the City of Hoboken, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

Approvals by Other Agencies

The redeveloper shall be required to provide the City with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redevelopment Agreement to be executed between the redeveloper and the City.

8.7 Severability

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

8.8 Adverse Influences

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

8.9 Non-Discrimination Provisions

No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council or by a developer or any of his successors or assignees, whereby land within the Rehabilitation Area is restricted by the City Council, or the developer, upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or

occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Rehabilitation Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

8.10 Escrows

At a minimum, the Redevelopment Agreement shall provide that the redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the City and the professional consultants retained by the City to negotiate the Redevelopment Agreement, undertake any studies in connection with the project, review the proposed redevelopment project and advise the City on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement.

8.11 Infrastructure

The redeveloper, at the redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of traffic control measures, water, sanitary sewer, flood mitigation measures, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project.

8.12 Procedure for Amending the Approved Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$5,000 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the City. The City, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey and other additional professionals as may be required by the City.

8.13 Relocation Plan

A primary goal of this Plan is to retain the existing industrial arts spaces within the Neumann Leather property, which are to be rehabilitated in accordance with the guidelines of this Plan. This Plan requires that the redeveloper develop a tenant retention plan for submission to the City and incorporation into the Redevelopment Agreement. The tenant retention plan will detail the minimum measures that will be taken by the redeveloper to retain existing industrial arts and fine arts tenants in the original Neumann Leathers property buildings during and after restoration. In the event that effectuation of such renovations would require that certain tenant spaces be vacated for a period of time, the developer is required to provide a phasing plan for construction activities and a relocation plan that will enable tenants to be relocated within existing buildings on-site.

8.14 Tax Abatement Program

By designating the study area as an area in need of rehabilitation, the City of Hoboken is given the authority to offer five-year tax exemptions or abatements as a financial incentive to encourage



rehabilitation of the area, in accordance with N.J.A.C. 40A:21-1 et seq. The City of Hoboken adopted a Commercial and Industrial Improvement Projects Ordinance in 1979 (ord. C-127), which gives the City authority to enter into agreements with developers for tax abatement on commercial, industrial or residential improvements or projects, pursuant to the provisions of N.J.S.A. 54:4-3.95 (P.L. 1977, c. 12), providing for the exemption from real property taxation of improvements or projects for a period of five years. Any tax abatement(s) for the rehabilitation of the Neumann Leathers study area would need to be addressed as part of the Redevelopment Agreement.

8.15 Additional Superseding Provisions

Terms and Definitions

Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the Zoning Ordinance of the City of Hoboken.

Other Applicable Design and Performance Standards

Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Development Ordinance of the City of Hoboken.

8.16 Recommendations for Redevelopment Agreement Provisions

While this Redevelopment Plan provides an outline for the redevelopment of the Neumann Leathers Rehabilitation Area, the details of how the redevelopment will be implemented will need to be specified in the Redevelopment Agreement that is negotiated between the City and one or more redevelopers. Aside from the

provisions of approvals previously granted by the Zoning Board of Adjustment, as set forth by resolution, no further development shall proceed to the Hoboken Planning Board for subdivision or site plan approval until after a Redevelopment Agreement is executed by the City of Hoboken in accordance with Section 9 of the Local Redevelopment and Housing Law. The Redevelopment Agreement shall conform to the provisions of this Redevelopment Plan, including Section 8.0.

In addition, this Plan recommends the following provisions be incorporated or addressed in the Redevelopment Agreement:

1. General terms for leases to be offered to existing and future tenants in the Neumann Leathers Building;
2. Consideration of an ownership structure, such as a condominium or cooperative, for industrial and fine arts occupants of the complex.
3. Protection of existing and future industrial and fine arts tenants from conflicts with residential occupants of the Neumann Leathers Rehabilitation Area. Comparable to “right to farm” provisions that protect farmers from residential neighbors that are attracted to rural farming areas and then complain about the noise, odor and dust associated with farming, it is anticipated that there will be residents attracted to the unique urban artist and artisan atmosphere of the historic Neumann Leathers complex. However, artists and artisans include musicians, sculptors, machinists, woodworkers and others who may work and generate sound at unusual hours. Most of the potential conflict can be avoided by not permitting residential units in the existing Neumann Leathers buildings. However, input from the Neumann Leathers Tenant Association, or any equivalent organization representing the tenants in the

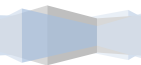
complex, is encouraged to ensure that the Redevelopment Agreement adequately addresses this issue.

4. Management of parking, including the sharing of self-park spaces between residential and non-residential tenants.
5. Car sharing and bike sharing plan.

8.17 Certificates of Completion & Compliance

Upon the inspection and verification by the Mayor and Council that the redevelopment of a parcel subject to a Redeveloper Agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

This Redevelopment Plan will remain in effect until Certificates of Completion have been issued for the designated Area In Need of Rehabilitation, or until the Redevelopment Plan is deemed no longer necessary for the public interest and repealed by Ordinance of the Mayor and Council.



9.0 APPENDIX

9.1 The Planning Process

The public was invited to a community workshop on Tuesday, May 20, 2014 from 6 p.m. to 9 p.m. at the conference room in the Multi-Service Center located at 124 Grand Street. This first community workshop included exercises to recognize the existing conditions of the site and surrounding area, as well as identify constraints and opportunities for the future development of the area. This serves to inform the planning and design process for the project team of planners, engineers, economists, architects and landscape architects. The community feedback from this meeting helped develop a vision and determine appropriate alternatives for a comprehensive plan for the area.

The community workshop was designed as an open house format with six stations that the public could visit, each with a difference theme designed to garner comments from the public. Attendees received a guide sheet as they entered the workshop to help collect their observations, thoughts and opinions. Comments were submitted by 33 of the participants.

NEUMANN LEATHER SITE REDEVELOPMENT PLAN

Welcome!



PUBLIC OPEN HOUSE

Please visit each station to consider the site and share your observations, thoughts and comments with us about:

Station 1: EXISTING CONDITIONS – Descriptive illustrations of site, site model and views

Station 2: LAND USE – Descriptions of current use of the site and Zoning to prompt discussion of neighborhood needs

Station 3: CIRCULATION AND CONNECTIVITY – Current circulation patterns and challenges and opportunities for area pedestrian and vehicular circulation and improved connectivity with the neighborhood

Station 4: ADAPTIVE REUSE AND HISTORIC PRESERVATION – Examples of redevelopment through rehabilitation of historic buildings and images of the existing Neumann complex and remaining authentic elements of this vital historic Hoboken site

Station 5: OUTDOOR SPACES – Examples of open space which successfully integrates industrial fabric with the community

Station 6: DESIGN – Examples of relevant solutions which respect historic character and protect local resources in the integration of new development and landscaping

May 2014 | NEUMANN LEATHERS REDEVELOPMENT PLAN | PUBLIC OPEN HOUSE #1

PUBLIC OPEN HOUSE GUIDE SHEET

PLEASE USE THIS SHEET AS YOU VISIT EACH OF THE SIX NUMBERED STATIONS TO HELP US GET YOUR THOUGHTS AND OPINIONS.

STATION 1 – EXISTING CONDITIONS
Please use the markers provided to note your observations regarding the conditions at the site and the overall neighborhood on the aerial map and comment page provided on the station table. Examples include existing buildings that are unsightly or properties where a nuisance condition exists, etc.

STATION 2 – LAND USES
Please write in below the uses you think are missing from the neighborhood and the you would like to see at the Neumann Leathers block as part of its future redevelopment (see back of sheet if necessary).

-
-
-
-

STATION 3 – CIRCULATION & CONNECTIVITY
Please use the markers provided to note your observations about existing vehicular, pedestrian and bicycle circulation in the neighborhood and around the site. Examples include noting intersections where it is hazardous for pedestrians to cross or where traffic backs up. Please also respond to the following questions:

- Do you think extending Clinton Street through the block to Cleverly Highway would help or hinder circulation?
- Would you favor some form of pedestrian circulation through the Neumann Leathers site if paths could be created either through or between buildings?

CITY OF HOBOKEN

PLEASE VISIT STATIONS AS NUMBERED BELOW

STATION	
Existing Conditions	1
Land Uses	2
Circulation & Connectivity	3
Adaptive Reuse & Historic Preservation	4
Outdoor Spaces	5
Design	6

PLEASE PLACE COMPLETED GUIDESHEET IN COLLECTION BOX OR HAND TO A FACILITATOR ON YOUR WAY OUT.

THANK YOU FOR YOUR INVOLVEMENT!

STATION 4 – ADAPTIVE REUSE & HISTORIC PRESERVATION
Please write in below the numbers of the images you see at this Station that you think are appropriate examples to apply to the Neumann Leathers block (see back of sheet if necessary):

STATION 5 – OUTDOOR SPACES
Please write in the comments sheet provided on the station table your comments on public open space in the neighborhood and whether you would like to see outdoor spaces designed into the future redevelopment of the Neumann Leathers block that are available to the neighborhood.

STATION 6 – DESIGN
In the lines below, please list the numbers of the images you see at this Station that you think are appropriate for the redevelopment of the Neumann Leathers block:

May 2014 | NEUMANN LEATHERS REDEVELOPMENT PLAN | PUBLIC OPEN HOUSE #1

SITE MODELS **MODELOS DE SITIO**

CITY OF HOBOKEN

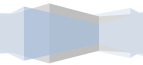
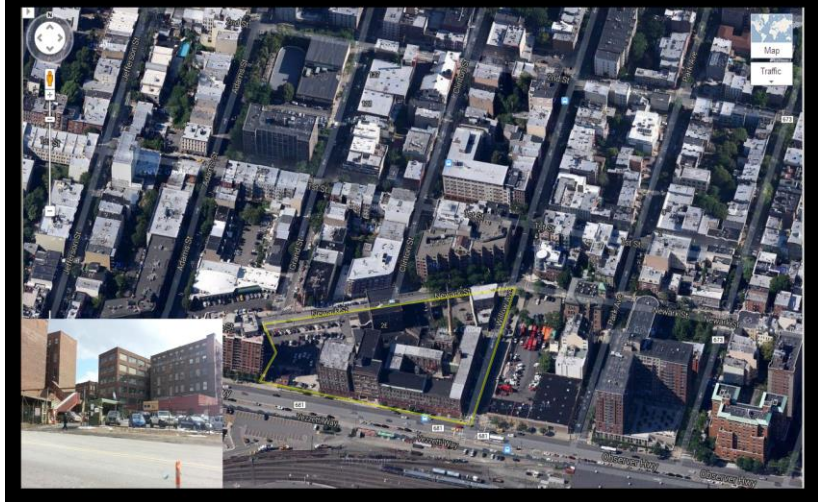
WE WELCOME YOUR COMMENTS

SUS COMENTARIOS SERAN BIENVENIDOS

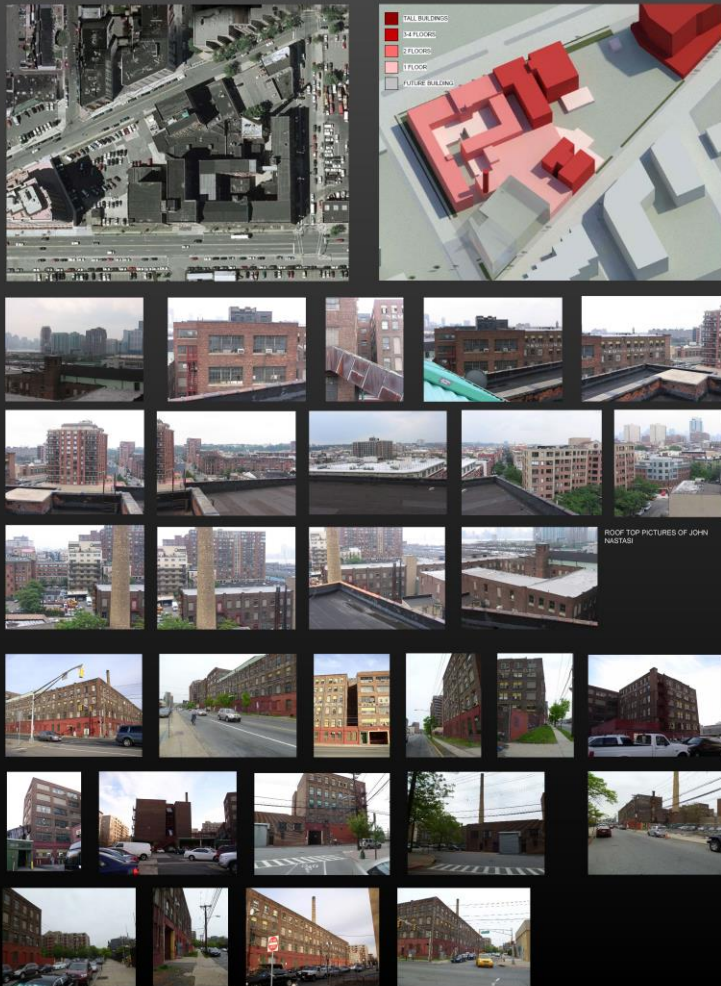
Station 1 – Existing Conditions

Station 1 asked participants to note their observations regarding the conditions at the site and the overall neighborhood on the aerial map and comment page provided on the station table. Examples include noting buildings that are unsightly or properties where a nuisance condition exists, etc. The following comments were received:

- Keep the smoke stack (x4)
- Fix windows (x4)
- Historical preservation (x3)
- Parking lot = new concert venue, café (x3)
- Fix elevators
- Fix aesthetic landscape
- Crossing Newark Street is hard
- Drainage problems

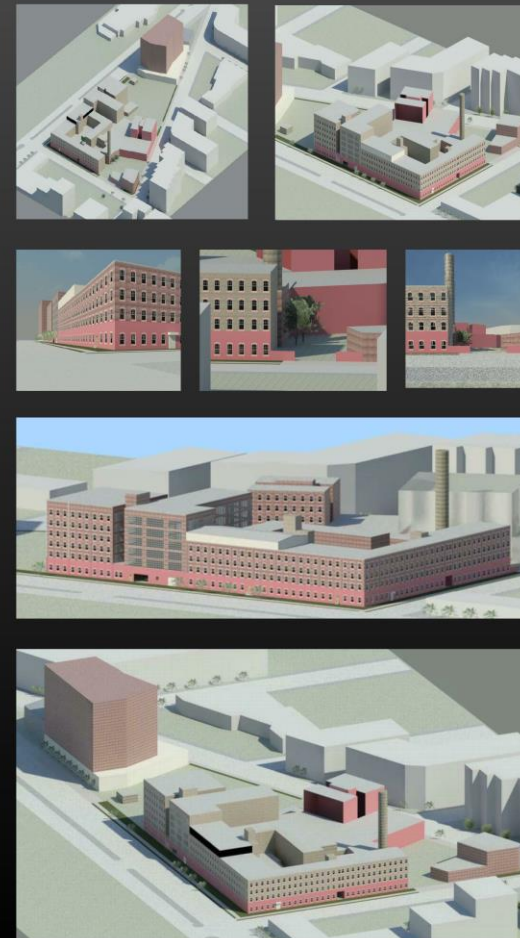
1 EXISTING CONDITIONS

1A EXISTING CONDITIONS



1B EXISTING CONDITIONS

GRAPHIC MODEL



Station 2 – Land Uses

Station 2 asked participants to list uses they think are missing from the neighborhood and that they would like to see at the Neumann Leathers block as part of its future redevelopment. The following comments were received:

- Arts (x11)
- Retail (x10)
- Public space (x9)
- No more condo space (x7)
- Performance space (x6)
- Supermarket (x5)
- Incubator studios (x4)
- Tech space (x3)
- Underground parking
- Better traffic flow
- Gateway to Hoboken

2 LAND USE

Examples of current businesses and tenants of the complex.

Design

Liz Young Studios — internet advertising and website design

Naxos Architects — Architectural design

Radii Inc. — Architectural model builders

Technology

The Systems Group — Television and recording studio design, engineering and fabrication

Artisans

Amourette Ebensten — Antique furniture restoration

Roger Borys — Jazz guitar designer and builder

Chapeau Antiques — Restoration of antique furniture and pianos

Artists

Masuro Altamirano

Tim Daly

Michelle Doll

Danielle Frankenthal

Glen Garver

Mark Gasper

Tim Heins

Jennifer Krause

Greg Letwin

ModelSmith International — custom metal fabricators of custom furniture, fixtures

Thomas W. Newman — Builder of custom tables and other furniture

Will Wallace — Carpenter, custom residential trim

Mike Longo

John Patterson

Bob Pivarsanti


Jason Young

Musicians

Andy Burton

Chris Butler

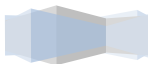
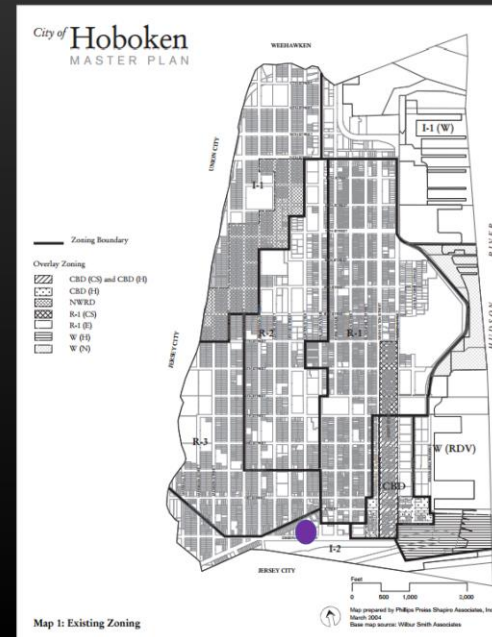
Yo La Tengo



2 LAND USE



CURRENT LAND USE AT THE NEUMANN LEATHER COMPLEX: I-2



STATION 3 – CIRCULATION & CONNECTIVITY

Station 3 asked participants to note their observations about existing vehicular, pedestrian and bicycle circulation in the neighborhood and around the site. Examples include noting intersections where it is hazardous for pedestrians to cross or where traffic backs up.

- Painted advertisements
- No vehicles on paper streets only bike/ pedestrians
- Keep Old Neumann sign
- Bike path
- No new road
- Upgrade to industrial windows
- Grand St extension

Participants were also asked to respond to the following questions:

Do you think extending Clinton Street through the block to Observer Highway would help or hinder circulation?

- Hinder (16)
- Help (4)

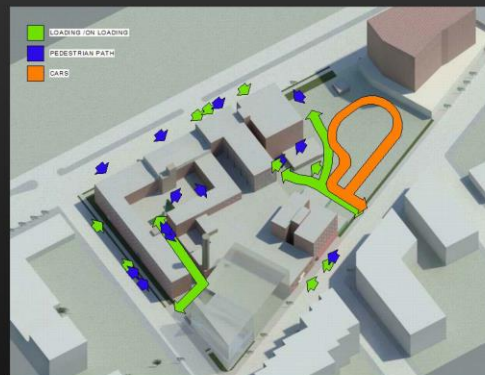
Would you favor some form of pedestrian circulation through the Neumann Leathers site if paths could be created either through or between buildings?

- Yes (22)
- No (0)

3 CIRCULATION AND CONNECTIVITY



3 CIRCULATION AND CONNECTIVITY



EXISTING SITE CIRCULATION



POTENTIAL SITE CIRCULATION



Station 4 – Adaptive Reuse & Historic Preservation

Station 4 asked participants to write the numbers of the images that they think are appropriate examples to apply to the Neumann Leathers block:

1 (x7)	7 (x2)	14 (x1)	21 (x5)
2 (x3)	8 (x1)	15 (x1)	22 (x6)
2A (x4)	9 (x3)	16 (x6)	23 (x4)
3 (x4)	10 (x2)	17 (x4)	24 (x1)
4 (x1)	11 (x2)	18 (x7)	25 (x4)
5 (x3)	12 (x4)	19 (x5)	26 (x1)
6 (x5)	13 (x1)	20 (x4)	All (x3)

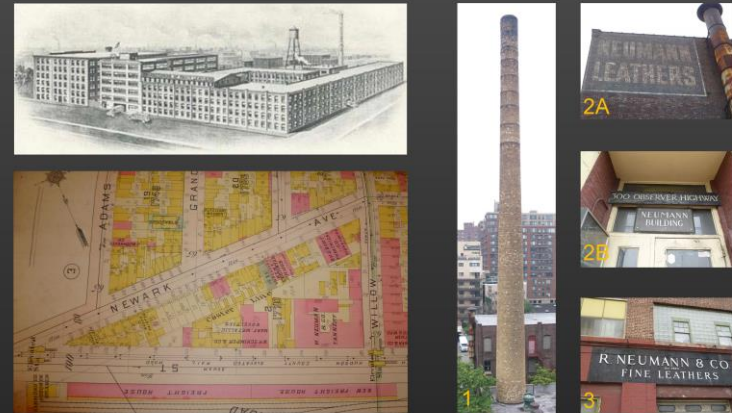
Comments:

- Historic preservation is a must (x11)
- Save the smoke stack (x4)

4 ADAPTIVE REUSE AND HISTORIC PRESERVATION



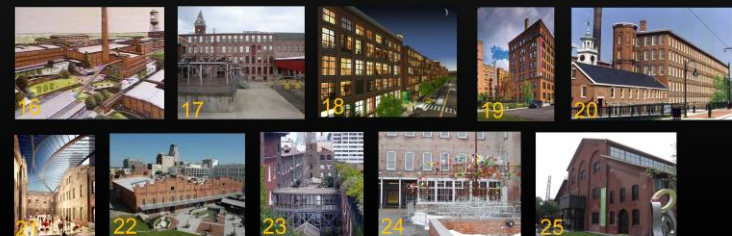
4 ADAPTIVE REUSE AND HISTORIC PRESERVATION



EXISTING HISTORIC ELEMENTS



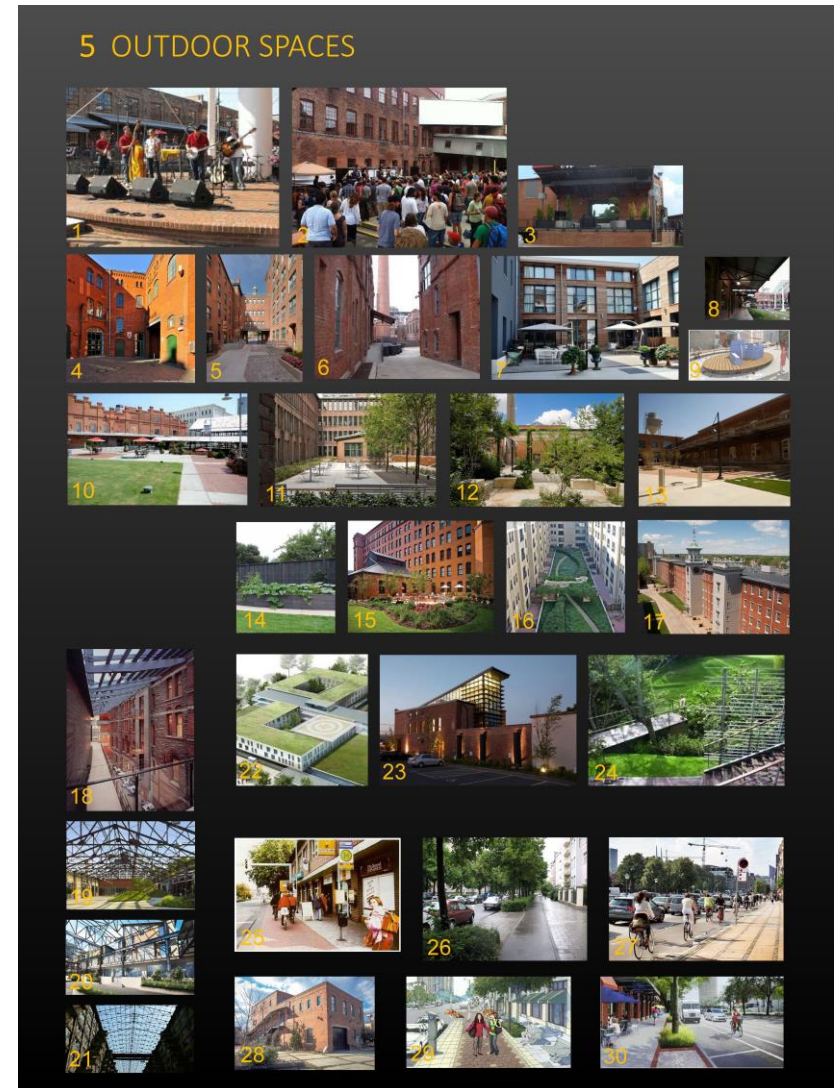
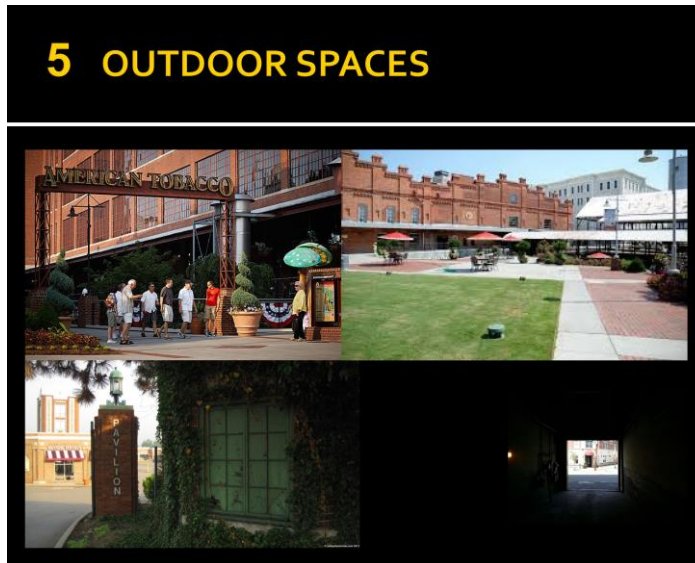
ADAPTIVE REUSE



Station 5 – Outdoor Spaces

Station 5 asked participants to write their comments on public open space in the neighborhood and whether they would like to see outdoor spaces designed into the future redevelopment of the Neumann Leathers block that are available to the neighborhood. The following comments were received:

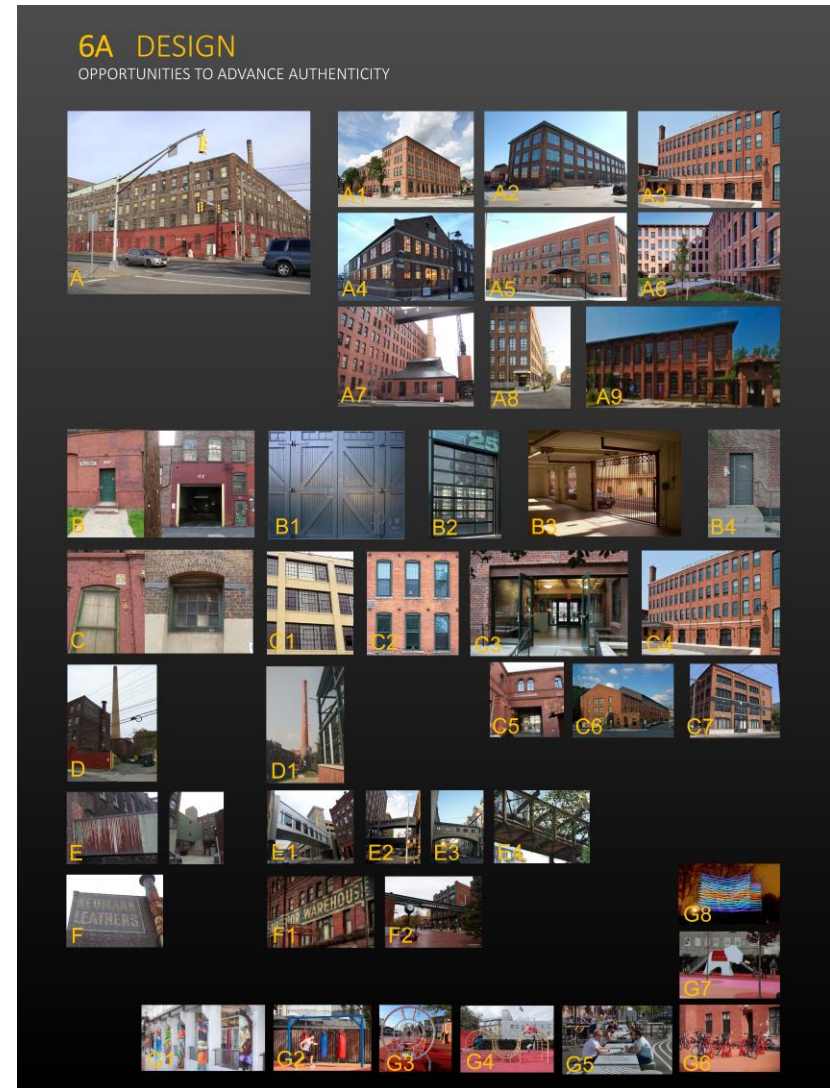
- Make sure businesses can operate comfortably
- Maybe not enough room for bikes
- Don't fix what isn't broke?
- More open space
- Keep "Ghost" sign
- Low level retail only
- Not 22, 25, 29 and 30
- 1 (x2)
- 2 (x3)
- 10 (x2)
- 18 (x4)
- 19 (x1)
- 30 (x1)



Station 6 – Design

Station 6 asked participants to list the numbers of the images that they think are appropriate for the redevelopment of the Neumann Leathers block:

A1 (x5)	C4 (x3)
A2 (x5)	C5 (x3)
A3 (x4)	C7 (x1)
A4 (x2)	D (x1)
A5 (x2)	D1 (x7)
A6 (x5)	E1 (x1)
A7 (x4)	E3 (x7)
A8 (x3)	E4 (x1)
A9 (x2)	F2 (x6)
B1 (x7)	F7 (x1)
B2 (x3)	G1 (x3)
B4 (x1)	G5 (x1)
C2 (x3)	G6 (x2)
C3 (x7)	G8 (x1)



1 (x3)	13 (x5)
2 (x1)	16 (x2)
3 (x1)	17 (x1)
4 (x2)	19 (x1)
6 (x2)	21 (x1)
7 (x1)	22 (x1)
9 (x2)	24 (x2)
10 (x4)	25 (x2)
11 (x3)	All (x2)
12 (x2)	

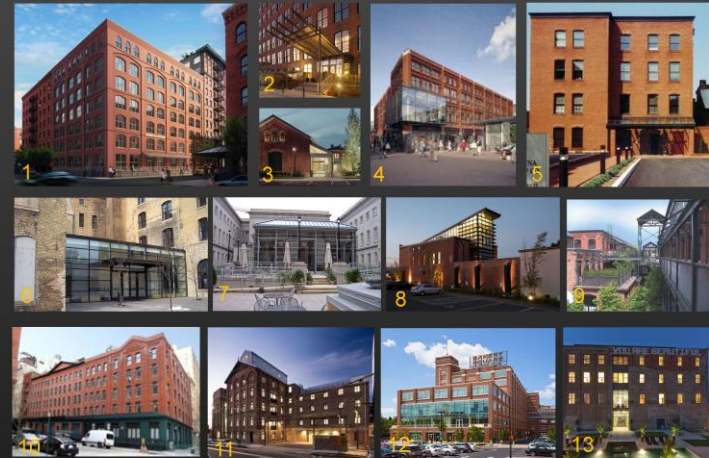
6 DESIGN



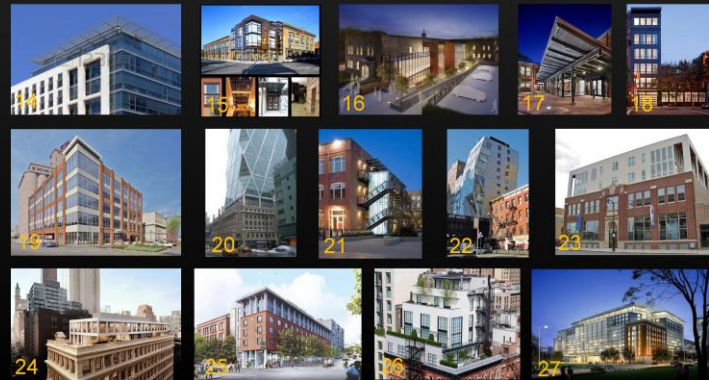
6B DESIGN

CONSIDERATIONS FOR FUTURE DEVELOPMENT

CONTEXT



CONTRAST

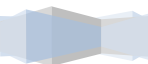


Additional Comments

1. My chief concern: Repair and preserve the existing “historic” buildings as much as possible, so that artists, musicians and other creative have viable work space. I do not want to see further overdevelopment nor yet more “luxury living” hi-rise overly dense residential units. I fear the developer wishes to see this become “Hong Kong on the Hudson”
2. Keep and expand outdoor spaces / green. Important, large, historic site. Link to Hoboken’s industrial port.
3. Current vehicle circulation is poor and limited. It is difficult to assess proposed changes. Should be very limited, if at all, from Observer Hwy (too busy).
4. Mixed use: art, light industrial, residential makes sense if art and light industry cannot fill.
5. Want to soften and landscape Observer side. Looks good but may not be realistic with traffic level.
6. Do not extend Clinton St; keep existing buildings but clean it up; develop parking lot; add pedestrian walkways, with bike path; fix sidewalks; add trees.
7. I think a Whole Foods would be welcomed here with more residential.
8. Update, enhance, but don’t destroy Neumann Leather; No more Condos
9. Please don’t evict current tenants.

10. This building is one of the few in the area where small businesses can rent space and operate. To lose that function in this area would be to lose a large portion of the music and arts community within Hoboken.
11. Please keep the affordable artist spaces, otherwise we will be forced to move to Jersey City. No one wants that. Also, please fix the elevator in the 321 Newark building, and repave the parking lot.
12. It’s currently the only building where young companies/artists have a chance; a place to start and a place to grow. It encompasses the entrepreneurial spirit. It can’t be just another condo development.
13. We have to keep the arts and character of “old” Hoboken. No more condos. We desperately need affordable space for artists and others.
14. I simply cannot be objective here- I have a great space to work in that is affordable. Any change feels threatening, based on Hoboken/Hudson County politics, and the landlord who wants to bulldoze the place, if given half a chance. These plans are lovely, my self-interest, however, cries “don’t change a thing”.
15. Do you anticipate presenting to Hoboken Historic Preservation Commission? It is National Register eligible – have you considered NJ-SHPO opinion or State register listing?
16. Preserve as much of building as possible but consider adding contemporary industrial accents to enhance and even lighten the feel of structures – add air and light spaces.

17. Hoboken cannot continue to be an incubator for the kind of creativity that put it on the map in spaces programmed by the government and developers.
18. I'm a homeowner in Hoboken, as well as a current Neumann tenant. I do support the idea of the building being rehabilitated and restored. I feel very strongly that the building should maintain affordable space for artists, craftspeople, and small businesses currently in the place. The very last thing this town needs is yet more condo space for the affluent. I also would completely support the idea of a cooperative situation where current tenants could purchase these spaces.



9.2 LEED For Neighborhood Development – Sustainable Neighborhood Checklist

How would the Neumann Leathers Redevelopment Plan rate as part of a sustainable neighborhood?

PROJECT NAME: Neumann Leathers ADDRESS/LOCATION: Hoboken, NJ TYPE OF PROJECT: Adaptive Reuse Redevelopment Plan

STEP 1: Sustainable Neighborhood Development Checklist					Step 2: Optional LEED-ND Scoring Exercise			
TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
SMART LOCATION AND LINKAGE (SLL)								
LOCATION	Is located on a site that is any of the following (only one required for scoring):				Required			Prereq 1: Smart Location
	Infill (75% surrounded by existing development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Well-connected to adjacent development by an existing street network	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Well-served by transit or neighborhood amenities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Is located on a site that is one of the following (pick just one for scoring):							Credit 1: Preferred Locations
	Infill and also a previously developed site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	5	5	
Infill but not a previously developed site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3				
Adjacent to existing development, and also a previously developed site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2				
A previously developed site, but not adjacent or infill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1				
LOCATION	Is surrounded (within ½ mile) by a well-connected existing street network. If possible, estimate the existing number of intersections per square mile nearby (pick just one for scoring):							Credit 1: Preferred Locations
	200 to 250 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	250 to 300 intersections per square mile	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	2		
	300 to 350 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	350 to 400 intersections per square mile	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4		4	
	More than 400 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5			
ECOSYSTEMS AND OPEN SPACES	Is located in an economically distressed area while also providing affordable housing.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3		3	Credit 1: Preferred Locations
	Does not build on habitat where species are threatened, endangered, or imperiled or creates a habitat conservation plan under the Endangered Species Act.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Imperiled Species
	Does not build on wetlands or water bodies and leaves buffers of undeveloped land around them of at least 50 to 100 feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Wetland/Water Body Conservation
ECOSYSTEMS AND OPEN SPACES	Does not build on prime agricultural land, unless the project is infill, transit-served, or makes up for soil loss by creating permanently protected soil easements elsewhere.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 4: Agricultural Land Conservation

Neumann Leathers		Hoboken, NJ			Adaptive Reuse Redevelopment Plan			
TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
ECOSYSTEMS AND OPEN SPACES	Does not build on floodplains.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 5: Floodplain Avoidance
	Conserves pre-existing on-site habitat, native plants, wetlands, and water bodies in perpetuity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 7: Site Design for Habitat/ Wetland Conservation
	Restores degraded on-site habitat, wetlands, or water bodies, and conserves them in perpetuity.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1			Credit 8: Restoration of Habitat/Wetlands
	Implements a long-term (at least 10 years), fully funded management plan for on-site wetlands, water bodies, and habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1			Credit 9: Long-Term Management of Habitat/Wetlands
	Limits development on steep slopes (greater than 15%), and restores many or all previously developed steep slopes with native or noninvasive plants.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 6: Steep Slope Protection
CONTAMINATED SITES	Does one of the following (pick just one for scoring):							
	Remediates a contaminated site and then locates there.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 2: Brownfield Redevelopment
TRANSIT-ORIENTED LOCATIONS	Remediates a contaminated site in an economically distressed area , and then locates there.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2		2	
	Is located on a site that is either of the following (pick just one for scoring):							Credit 3: Locations with Reduced Auto Dependence
	Within walking distance (¼ mile for buses or streetcars and ½ mile for rail, ferry, and bus rapid transit) of high levels of transit service (See the LEED-ND Rating System for detailed transit thresholds).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-7	7		
CYCLING FACILITIES	In an area documented to have low vehicle miles travelled (See the LEED-ND Rating System for detailed thresholds).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-7		7	
	Does both of the following:				1			Credit 4: Bicycle Network/ Storage
	Is located within ¼ mile of a bicycle network that is either 5 miles long (minimum) or connects to 10 diverse land uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1		
JOBS AND HOUSING PROXIMITY	Provides secure and covered bicycle storage (for at least 10% of nonresidential and 30% of residential building occupants), as well as bicycle parking for visitors.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			1	
	Does one of the following (pick just one for scoring):							Credit 5: Housing/ Jobs Proximity
	Existing jobs within ½ mile walk distance outnumber project's dwelling units, and the project provides affordable housing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	Existing jobs within ½ mile walk distance outnumber project's dwelling units.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2		2	
	Provides jobs on an infill site within ½ mile walk distance of both existing housing and an existing (or new) rail, ferry, tram, or bus rapid transit stop.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		
					27 Points Possible	19	26	SLL SUB-TOTALS



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TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
NEIGHBORHOOD PATTERN AND DESIGN (NPD)								
WALKABLE STREETS	Includes all of the following at minimum: Public-facing building entries (onto any public space except a parking lot) on 90% of building frontage. A minimum "building-height-to-street width-ratio" of 1 to 3 (1 foot of building height for every 3 feet of street width) along at least 15% of street length. Sidewalks along 90% of street length (both sides of the street). Garage doors along no more than 20% of street length.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Walkable Streets
	Includes some or all of the following (See Rating System for scoring thresholds): Minimal distance between the sidewalk and most buildings, with mixed-use and nonresidential buildings particularly close to the sidewalk. Frequent building entries (at least every 75 feet). Unshuttered windows along the sidewalk for nonresidential buildings. No blank walls more than 50 feet along sidewalks. Frequent on-street parking (available along at least 70% of streets). Sidewalks along 100% of street length (both sides of the street). Elevated ground-floors for at least half of all dwelling units (at least 24 inches above sidewalk grade). A minimum "building-height-to-street width-ratio" of 1 to 3 (1 foot of building height for every 3 feet of street width) along 30% of street length. Low design speeds for most streets (20 mph for residential, 25 mph for non-residential). Driveway crossings along no more than 10% of sidewalk length.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-12	1	1	Credit 1: Walkable Streets
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
COMPACT DEVELOPMENT	Meets minimum required densities (At least seven dwelling units per acre for residential and 0.50 floor-area ratio for non-residential—see Rating System for calculation and scoring details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Compact Development
	Exceeds increasing density thresholds (At least 10 dwelling units per acre for residential and 0.75 floor-area ratio for non-residential—see Rating System for calculation and scoring details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-6	4	5	Credit 2: Compact Development

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TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
NEIGHBORHOOD CONNECTIONS	Does either of the following (only one required for scoring): Includes a street or pathway into the project at least every 800 feet, and has at least 140 intersections per square mile within the project (estimate if possible). Or , only if the project has no internal streets: is surrounded (within ¼ mile) by an existing street network of at least 90 intersections per square mile (estimate if possible).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Connected Community
	Does all of the following: Does not include cul-de-sacs. Includes a street or pathway into the project at least every 400 feet. Has high intersections per square mile within the project (pick just one of the following for scoring this credit): 300 to 400 intersections per square mile Has more than 400 intersections per square	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Credit 6: Street Network
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	1	2	
MIXED USES	Enables walking access (within ¼ mile) to the following number of existing or new land uses, clustered within neighborhood centers (pick just one of the following for scoring this credit): 4 to 6 uses 7 to 10 uses 11 to 18 uses More than 19 uses Uses can include commercial or civic facilities such as restaurants, schools, pharmacies, supermarkets, theatres, parks, libraries, or shops.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 3: Mixed-Use Neighborhood Centers
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2			
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3		3	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4			
AFFORDABLE AND DIVERSE HOUSING	Provides multiple housing types of different sizes, such as large and small apartments, duplexes, townhomes, and/or single-family homes. (See Rating System for detailed housing diversity thresholds).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3			Credit 4: Mixed-Income Diverse Communities
	Provides a percentage of new rental and/or for-sale housing at high levels of affordability, available for at least 15 years (See Rating System for detailed affordability thresholds).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3	1		
	Provides both high levels of affordability and multiple housing types of different sizes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	

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TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
PARKING AND TRANSPORTATION DEMAND	Does all of the following:				1			
	Minimizes total surface parking area (no greater than 20% of development area) and includes no individual surface lot over 2 acres.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Locates any off-street parking at the side or rear of buildings (not along the sidewalk).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
	Provides bicycle storage for building occupants, bicycle parking for visitors, and spaces for carpool or shared vehicles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Includes shelters, benches, lighting, and information displays at all new and existing transit stops.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 7: Transit Facilities
	Provides any or all of the following options (for scoring, award 1 point for every 2 options achieved):				1-2			Credit 8: Transportation Demand Management
	Subsidized transit passes to half of regular price or cheaper.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Developer-sponsored-transit services—such as a shuttle—to off-site employment centers and/or major transit facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Well-publicized vehicle sharing facilities on-site, or within ¼ mile walk distance.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
	For 90% of dwelling units or non-residential space, separates the cost of a parking space from the price of dwelling units or non-residential space.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1	1	
	A comprehensive transportation demand management (TDM) program to reduce trips by 20%.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
PARKS AND RECREATION	Enables access (within ¼ mile walk distance) to public space such as squares, parks, paseos, and plazas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 9: Access to Civic/ Public Spaces
	Enables access (within ½ mile walk distance) to publicly accessible indoor or outdoor recreational facilities (at least 1 acre in size outdoor or 25,000 square feet indoor).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 10: Access to Recreation Facilities
UNIVERSAL DESIGN	Provides either of the following (only one necessary to score a point):				1			Credit 11: Visitability and Universal Design
	For residential projects, universal accessibility for people of diverse abilities in 20% of dwelling units.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			1	
	For non-residential projects, universal accessibility for people of diverse abilities along 100% of public rights-of-way.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
COMMUNITY PARTICIPATION	Does either of the following (pick just one for scoring):							Credit 12: Community Outreach and Involvement
	Relies on multiple forms of community input and feedback to guide project concept and design, both before and during development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	
	Relies on multiple forms of community input and feedback as above, but also conducts a design charrette or obtains an endorsement from a smart growth jury or program.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2			

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TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
LOCAL FOOD	Provides both of the following: Permanently set aside gardening space, free local produce shares (from within 150 miles) for residents, or proximity to a farmer's market (on-site or within ½ mile walk distance).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 13: Local Food Production
	Allows growing of produce, including in yards or on balconies, patios, or rooftops.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1		
SCHOOL ACCESS AND DESIGN	Achieves both of the following: Is located within walking distance of a school (½ mile for elementary and middle schools; 1 mile for high schools).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 15: Neighborhood Schools
	New school campuses included in the project are no larger than 5 acres (elementary), 10 acres (middle schools), or 15 acres (high schools).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
					44 Points Possible	21	32	NPD SUB-TOTALS
GREEN INFRASTRUCTURE AND BUILDINGS (GIB)								
CONSTRUCTION TECHNIQUES	Creates and implements an erosion and sedimentation control plan for construction activities, reducing soil erosion and downstream pollution.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 4: Construction Pollution Prevention
	Does both of the following: Preserves all heritage trees and most other noninvasive trees, especially larger ones. Preserves a proportion of previously undeveloped land (10% to 20%) on the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1	1	1	Credit 7: Minimized Site Disturbance in Design and Construction
ENERGY EFFICIENCY AND CONSERVATION	Ninety percent of building square footage meets minimum energy efficiency requirements. (Minimum 10% improvement over ASHRAE 90.1—see Rating System for details).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Minimum Building Energy Efficiency
	Ninety percent of building square footage exceeds increasing thresholds for energy efficiency. (Minimum 18% improvement over ASHRAE 90.1 and/or 75 HERS Score—see Rating System for details and increasing thresholds).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-2		1	Credit 2: Building Energy Efficiency
	Orients 75% of buildings or dense blocks length-wise along east-west axes (within 15 degrees) to maximize passive and active solar access.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 10: Solar Orientation



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TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
ENERGY PRODUCTION AND DISTRIBUTION	Generates renewable energy on-site, providing the following percentage of the project's annual electrical thermal and energy cost (pick just one for scoring):							
	5%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 11: On-Site Renewable Energy Sources
	12.5%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	20%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	Provides at least 80% of building heating and cooling through a shared neighborhood-wide system.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2			Credit 12: District Heating/ Cooling
	Provides energy-efficient new neighborhood infrastructure such as traffic lights, street lights, and water and wastewater pumps (15% minimum improvement over a conventional model).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 13: Infrastructure Energy Efficiency
WATER EFFICIENCY AND CONSERVATION	Meets minimum requirements for water efficiency in buildings (at least 20% reduction over a baseline - see Rating System for details).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Minimum Building Water Efficiency
	Exceeds increased threshold for water efficiency in buildings (at least 40% reduction over baseline—see Rating System for details).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 3: Building Water Efficiency
	Reduces water consumption for outdoor landscaping (at least 50% reduction over baseline).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 4: Water-Efficient Landscaping
STORMWATER AND WASTEWATER	Is able to retain and treat all stormwater on-site from the following sizes of rainstorm (pick just one for scoring):							Credit 8: Stormwater Management
	80 th percentile rainstorm (more rain than 80% of storms for the past 20-40 years)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	85 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	90 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	95 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
	Treats and reuses wastewater on-site (pick just one of the following for scoring):							Credit 14: Wastewater Management
	25% of wastewater reused	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	50% of wastewater reused	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			

Neumann Leathers

Hoboken, NJ

Adaptive Reuse Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
GREEN BUILDING PROCESS	Uses LEED or a similar green building rating system to certify at least one project building.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Certified Green Building
	Uses LEED or a similar green building rating system to certify the following percentages of the project's building square footage (pick just one for scoring):							Credit 1: Certified Green Buildings
	At least 10%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	At least 20%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	At least 30%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	At least 40%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
	At least 50%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5			
HISTORIC AND EXISTING BUILDING REUSE	Reuses and restores at least 20% of the existing building stock.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 5: Existing Building Use
	Includes a historic building(s), and rehabilitates if necessary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 6: Historic Resource Preservation/Reuse
HEAT ISLANDS	Uses one of the following strategies—or a combination of the two—to reflect instead of absorb solar heat:				1			Credit 9: Heat Island Reduction
	Solar-reflective roofs (usually light-colored) or vegetated roofs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			1	
	Shade, open-grid pervious paving, or solar-reflective paving for at least 50% of roads, sidewalks, parking areas, and other "hardscape."	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
REUSE AND RECYCLING	Uses recycled content in at least 50% of the total mass of public infrastructure materials such as paving, road base, and water/sewer piping.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 15: Recycled Content in Infrastructure
	Provides at least four of the following five:				1			Credit 16: Solid Waste Management Infrastructure
	Recycling services for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			1	
	Hazardous waste disposal services for residents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
	Composting services for residents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
	Recycling receptacles on every mixed-use or nonresidential block	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
LIGHT POLLUTION	Recycling or salvaging of at least 50% of construction waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
	Provides both of the following:				1			Credit 17: Light Pollution Reduction
	Motion sensors in "shared areas" (publicly or privately owned) to reduce lighting when unoccupied and during daylight hours.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Limits "light trespass" to surrounding areas by directing exterior lighting downward and reducing its brightness, especially in rural areas and residential or mixed use neighborhoods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
					29 Points Possible	5	16	GIB SUB-TOTALS

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Hoboken, NJ

Adaptive Reuse Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO		PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
INNOVATION AND DESIGN PROCESS (ID)								
INNOVATION AND EXEMPLARY PERFORMANCE	Exhibits exemplary environmental performance in areas not addressed by, or greatly exceeding, the LEED-ND rating system. Write in below (for scoring, add up to five):							Credit 1: Innovation and Exemplary Performance
	1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	4.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	5.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	Employs a project team member credentialed as a LEED Accredited Professional, in smart growth by the Natural Resources Defense Council and Smart Growth America, or in new urbanism by the Congress for the New Urbanism.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 2: LEED Accredited Professional
					6 Points Possible	1	1	ID SUB-TOTALS
REGIONAL PRIORITY CREDIT (RP)								
REGIONAL PRIORITY	Addresses geographically-specific environmental, social equity, or public health priorities. Write in below (for scoring, add one point per strategy used up to four, even if the strategy is already addressed in LEED-ND. A complete list of Regional Priority Credits is available from U.S. Green Building Council):							Credit 1: Regional Priority Credit
	1. Rainwater Management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	
	2. Street Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	3. Brownfields Redevelopment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	4. Housing & Jobs Proximity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
					4 Points Possible	1	4	RP SUB-TOTALS
110 POINTS POSSIBLE								
TOTAL								
						47	79	PROJECT TOTALS (Certification Estimates)
Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum: 80+ points								